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# THE SPRINGFIELD

# WHEELMEN'S GAZETTE

A JOURNAL OF CYCLING. PUBLISHED MONTHLY.

Vol. II.—No. 1.

SPRINGFIELD, MASS., MAY, 1884.

PRICE 5 CENTS!

#### Terms of Subscription.

One Year by man, post-paid,	-	-	-	- 50 cents.
Six Months "	-	-	-	- 25 "
Clubs of 10 or more, per year,	-	-	-	35 cts. each.
" 20 " "	-	-	-	30 "

HENRY E. DUCKER, - - - Editor and Manager. Chas. A. Fisk, - - - - Treasurer.

All Communications must be in not later than the 20th of each month, in order to secure publication for the following Month.

Address all Communications to The Springfield Wheelmen's Gazette. Make Checks and Money Orders payable to Chas. A. Fisk, Treasurer.

#### A WORD FOR OURSELVES.

In opening the second volume of The Wheel-Men's Gazette, a word about ourselves will not be out of place. We approach the work with confidence, because of the hearty reception accorded us last year. The Gazette not only accomplished its mission well as a herald and chronicle of the Springfield Bicycle Club's September tournament, but filled a creditable place in the literature of the wheel. Many of its articles were copied and credited by journals throughout this country, and the cycling papers of England made good use of our work. This was especially gratifying as an indication that we had not spent our strength for naught.

What we did last year, we hope not only to do, but to improve upon, this year. The fraternity of the wheel has greatly enlarged within a year; the field is broader, and the interests to be considered and guarded certainly no less important. There is room enough for us in the journalistic ranks, and we have made due preparations to fill our place. The GAZETTE, this year, will be printed from entirely new type and upon a superior grade of paper, and in typographical appearance we are sure that it "can't be beat." Its make-up may be varied somewhat, according to circumstances; but we shall use the same care as last year in the classification of news, and intend that the paper shall not only serve a special purpose, but prove valuable and interesting as a chronicle of current events and an indicator of public opinion in all matters of importance to wheelmen. Among our readers last year were hundreds who were not devotees of the wheel, and as we still value their good-will and hope to retain their friendship, we shall try to make the GAZETTE acceptable to the general reader.

#### A PERMANENT PUBLICATION.

At the close of the first volume of the GAZETTE, we received many flattering requests to make it a permanent publication, and we enter upon the work again with that object in view. We have placed the subscription price at 50 cents per year, or to elubs whose entire membership subscribe at 30 cents per year; and we confidently expect to have the largest circulation of any eycling publication in this country or England. We think we

have all the facilities for making a paper which will stand on its own merits, and command the respect and support of a wide constituency. If it do not, anything we may say here will be useless. To all our old friends and to hundreds of new ones whom we expect to attract, we offer our hearty salutations.

#### REFORM!! WHAT?

The great political war cry of 1884 will be reform, and, as it has become necessary for all honest and well-meaning wheelmen to utter the same cry for the forthcoming meet at Washington, a few facts here will not be amiss.

Wheelmen have a growing mistrust in the present management of the L. A. W., and especially of our noble and well-meaning president, Dr. N. M. Beckwith, who has discharged his duties as president of the League in a faithful, honest, and conscientious manner, one who has lived up to the laws and constitution, with perhaps one exception; whose only fault was not suspending our late corresponding secretary when Foster's protest was first received, for which he has given good and sufficient reasons. We know that Dr. N. M. Beckwith has done well; but the curse of the League has been the official organ, which has a man for its editor who has had only good words for those that help to serve his own ends; a man who has insulted and abused every gentleman in the L. A. W. who has dared to express an opinion of his own; whose only excuse for living is the reason that rattlesnakes and vipers are allowed to live, viz.: Evil is allowed to exist that good may come of it. The editor has brought odium on the Citizens' Club and its worthy president by his scurrilous attacks, which the club do not uphold notwithstanding all reports to the contrary. The lies and one-sided reports that have gone forth in the organ weekly have served to prejudice the minds of 3,700 League members, who have only heard one side of the story; but, thanks to the good sense of wheelmen, they are not like the Dutch judge, who, when he had heard the prosecution, said, his mind was made up and it was no use for the defense to appear. We have been blessed by having a paper which has been alive to the interest of the League, and has weekly pointed out the glaring faults of the late corresponding secretary in a fearless and fair manner. Were it not for The Bicycling World, we know not where we should have been led. Wheelmen should be careful in condemning any of the present officers of the League; they are not to blame; they have discharged the duties of office faithfully, as their vote at New York, February 22, testifies-a nearly unanimous vote for the expulsion of the obnoxious member. The officers fully realize the stigma brought upon the League and its management by the unscrupulous editor of the Wheel, and all have had to suffer by the policy it pursued. The last issue contains an unwarranted and cruel attack upon the faithful treasurer, W. V. Gilman, Esq.; but it

is like chaff thrown to the winds; its motive is too apparent. The spectacle presented is laughable in the extreme. The late secretary, the editor of, the Wheel, having heard the report that the mail vote for his reinstatement was a perfect avalanche of Noes, seeks to prevent its presentment to the public by trying to throw out the vote as illegal, for the very, very thin reason that the corresponding secretary pro tem. inclosed a circular the board of officers signed by the ehief cons' five states and ten representatives, instead of ing it out in a separate envelope and caus, additional expense to the League. We has had one man in the League who has bled it dr and as long as there is any apparent reason wil continue to do so. The last mail vote has settled the question; but it is no sign that we shall have peace; a leopard cannot change his spots; it would be useless to expect anything different of a man of the mean, spiteful disposition which is born in him, or to expect a broad and liberal view from a man so narrow-minded as the present editor of the Wheel. We firmly believe that the League and its officers were badly handicapped by the action of the official organ the last few months.

#### THE GOVERNMENT'S BICYCLE.

The National Board of Health is criticised for some of its items of expenditure which are regarded as extraordinary. One of them is for a bicycle, the price of which was \$140. The cott of the bicycle was all right, but the question is asked by some of the impertinent people who are nosing about Washington, why the Board of Health should want a bicycle.

The Board has been charged with being old, fogyish, but this item shows the contrary. It is right up to the times, sees the value of the wheel as an improved means of locomotion, and sets a good example to the other departments of the government. Perhaps the time will come when the President and his Cabinet, the members of Congress and the heads and clerks of all the government departments will be required by law to ride bicycles or go afoot. What a spectacle Pennsylvania avenue would present on inauguration day with the whole government on bicycles, escorted by regiments of soldiers similarly mounted!

But, to get back to the Board of Health—we are not authorized to speak in its defense, but anybody who knows anything about the wheel knows that there isn't an instrument in existence which does more to promote health than the bicycle. Why then shouldn't the Board of Health have one and ride it, patronize it generally and recommend it nationally? We regard it as quite a card for the bicycle that the National Board of Health has faced criticism boldly and bought a bicycle for \$140, and if it wants to buy more and to know where the very best are to be obtained, let it apply to the advertising columns of the WHEELMEN'S, GAZETTE.

#### ENTRY FEES.

The Bicycling World of April 18 takes exceptions to the charging of entrance fees at amateur race meetings, as follows:

Our ideas were once that entry fees were simply charged as a guarantee of good faith in making an entry. From the programme of the Quaker City Bicycle Club we should now judge that the fees would contribute materially towards defraying the expenses of the meeting.

Entry fees are not charged as a guarantee of good faith only, but, as in the case of the last tournament of the Springfield Bicycle Club, they serve the purpose of keeping out those wheelmen who like to see their names in print, and will enter all of the races on the list, from top to bottom, and may perhaps run one race. By charging a fee for every race, the list is smaller, and nearly every man entered will run, thereby saving the public from being misled by a large field of would
--tarters. Further, no amount of entrance fees or would contribute very largely towards g the expenses of any meeting. The

one our amateurs. If a man pays a large sum of money the privilege of competing, he will expect a handsome return in the way of prizes. He will look to the monetary value of the prize rather than to the honor of winning. If our racing men refuse to enter where large fees are charged, they will soon put an end to a bad practice. The racing men make a meeting a success or failure, and should not be compelled to pay for the privilege of racing. A nominal sum is all that should be charged.

airther states:

Not so. It does not tend to encourage professionalism. All wheelmen like fine prizes, also love to have a great antagonist to contend with. Good racing men do not object to paying an entrance fee, at least that has been the experience of the Springfield Bicycle Club. It is necessary to the success of a meeting to have good racing men. It is also very essential that a large amount of work must be done by others to make the meet a success. What makes and constitutes success is the combination of both. Without the other either would fail. It requires a large outlay of time and money by one, and training and time by the other, combined with skill and power of endurance. A good manager cannot be a racing man, and vice versa; hence the necessity of joining forces and all working together for the one common interest, a successful race meeting.

#### THE FUTURE OF THE WHEEL.

It is estimated that there are now over 30,000 bicyclists in the United States. There are probably as many more persons who intend to join the ranks as soon as circumstances will permit. It now looks as if the next generation of boys would be born upon the wheel, so to speak, and will take to the new style of locomotion as readily as the Indian or the Arab takes to horseback. It is common enough to say that the bicycle is a steed which requires no oats. But it is better than that; it offers an entirely independent method of progression. If you ride a horse you are dependent upon the powers of the horse. If you are drawn about by a locomotive you are dependent upon a great variety of forces outside of yourself. But a skilled wheelman is about as independent as the man who depends upon his legs alone for locomotion. His wheel may get out of repair, to be sure, but if he was on foot, his ankle or his knee might trouble him. As the wheel is really an artificial extension of his legs, his force is as self-contained in one case as in the other. There are no indications

whatever that the use of the wheel is to prove a mere "craze." It is employed by thousands of men in their daily vocations, and, as a time-saving machine, is of great importance. Its practical uses, aside from those of pleasure and exercise, are becoming more and more appreciated, and we feel that we are not only serving the interests of healthful amusement, but are promoting a public benefit, in doing what we can to foster the interests of "the silent steed." According to our telescope the future is full of wheels.

#### FROM WHEELS TO WINGS.

Dr. B. W. Richardson of England, in a magazine article published not long ago, in which he was very enthusiastic upon the subject of bicycles and tricycles, let himself out upon a flight of imagination which may not prove so very whimsical after all. He intimates, after reviewing what has been accomplished within five or six years, that a man need not be regarded bold if he should predict the most wonderful things. He argues from the fact that man has acquired with the bicycle an independent mode of locomotion that the art of flying will be a probable outcome of progressive experiments. "When a machine," says Dr. Richardson, "can be reduced in weight to twenty-six pounds, and when such a machine can be propelled on a good track twenty miles within the hour by human limbs, carrying the man who propels it, there are not many removes to the capacity of driving-wings or air-screws at a sufficient rate to afford support to the machine on the air. I think that many persons will, indeed, live to see a partial development, at least, of this kind. They will, I mean, see constructed a machine which will be partly sustained by the air and partly by surface of water-of sea, or lake, or river-and which will skim over such surface with just sufficient friction for steerage power, and no more. In short, a flying canoe or boat which, elegant as useful, will at one moment like a nautilus run with the wind, and at another skim the water, independently of wind, like a sea-bird." We have heard of "the eagle wheeling through the air," but shall be content for the present with terra firma. There would be one great advantage, however, in using the flying bicycle. We could dodge the country roads and escape the obnoxious countryman who never turns out for "them blasted nuisances."

IN BEHALF OF WHEELMEN. - The State railroad commissioners have received a communication complaining that the railroad companies whose lines come into Boston require the payment of 50 cents by a passenger who wishes a bicycle transported for any distance, and then take it wholly at the owner's risk. The complainant says: "Wheelmen are now numerous, and becoming more so. The accidents of the road, sudden changes of weather and other causes occasionally make it desirable to use the railroad for short distances from the city or to bring the damaged machine in for repairs. Under those circumstances it seems to me and those I represent that the railroads ought to serve the riders for a reasonable price. Except in an emergency no one would trouble them for short distances, preferring to ride rather than carry their machines by rail. The amount involved in a single case is small, but the number of persons interested in the matter is large enough to justify a remonstrance in their THE LAST DAYS OF "NO. 234."

BY KARL KRON.

When I began my fifth season of wheeling, on the 17th of April, 1883, by starting on a three days' tour from Hartford to New York, I little anticipated that the old wheel, whose history during 6,000 miles of touring had been detailed by me in the March Wheelman, was destined to travel almost 4,000 miles within a twelvemonth. I had no possible idea that before the year was out I should drive it along more than 1,000 miles of "American" roadway protected by the British flag (in Canada, New Brunswick, Nova Scotia, Prince Edward Island, Cape Breton and Bermuda); should push it across the borders of a dozen States of the Union (Maine, Massachusetts, Rhode Island, Connecticut, Michigan, New York, New Jersey, Pennsylvania, Maryland, West Virginia and Virginia); and should force its ragged tires to mark a continuous straightaway trail on the surface of the earth for 1,400 miles.

Having done all these things, however, it seems proper that I should tell the story of how the venerable mechanism stood the strain thus put upon it, and of what its condition was on the very last day of its life as an active roadster. That day was the 13th of April, 1884; for when I then, at half-past five o'clock in the afternoon, dismounted at the doorway of the establishment where "No. 234" first came into being, I was given the assurance that mortal man should never mount it more, but that, on the other hand, it should itself be allowed to mount a pedestal, and repose there forever as a relic-the object of homage and reverence from all good wheelmen who may be privileged to gaze upon its historic outlines. Its total record of miles, when I unscrewed from its axle the Pope cyclometer which had counted most of them for me, was 10,082; but the peculiarity of the record consists not so much in the fact that the distance considerably exceeds that recorded by any other wheel in America, as in the fact that the riding extended along 5,000 separate miles of roadway, situated in twenty-three different States and Provinces. Other Americans who have ridden 10,000 miles (and one who has ridden 15,000) have each made use of three or four different bicycles, and have failed to traverse as much as 500 separate miles of road.

The round trip of 60 miles which I made on the 16th of August, going from West Springfield to Hartford on the west side of the river and returning on the east side, was chiefly for the sake of having the cones of front axle filed and refitted, after 1132 miles of usage since April, and a new brake added, as the original spoon was pretty well worn out. On the return trip, in the dusk of evening, the spreading roots of a tree on a certain sidewalk produced a severe fall, which caused the wheels to overlap one another until pulled apart by main strength. As a sequel to this pulling process there appeared next day a very slight crack on the upper side of the backbone, six or seven inches from the head. A ride of five miles on a smooth road did not perceptibly increase the crack, however, and I began to hope that no serious break was betokened, until my first sudden stoppage in a sand-rut proved the hope to be a vain one. After that, the crack broadened and the overlapping increased at every dismount, until at last the rear wheel entirely refused to trail behind its leader. Nothing was left for me, therefore, but to send the machine back to Hartford for a new backbone; and I improved the occasion

to order a new steering-head with it, for the old head (of a pattern no longer used) had been jarred very nearly to the breaking point-judging by the number of miles that had been required to cause fracture on the two previous occasions.' The first break in the backbone itself happened on the under side thereof, two years before, when I had ridden 2,993 miles; and, after its repair, I rode 4,392 miles before the appearance of this second break, on the upper side. The record of the new backbone, when I took my final ride with it, was 2.697 miles. As the insertion of the new head required the fork to be heated, a new coat of nickel was then applied to the same. The new head also required that the spring, whose end was attached to a clip, sliding on the backbone, should be replaced by one of modern design.

A village blacksmith in Canada supplied my next demand for repairs, on the 15th of October, by welding together the handle-bar, which snapped off square at the right side of the fork, as a result of my letting the wheel plunge down a grassy slope and strike the handle upon a stone. Four days later, another blacksmith fitted some iron plates or washers behind the bearing-boxes, for the shoulders of these had been filed down so far, to offset the wear of the upper bearings, that the cams would no longer hold. Further filings, in the course of the next week's journey, almost obliterated the "coned" character of the boxes and reduced them nearly to the condition of flat pieces of metal; so that at Cazenovia, 1,488 miles from the time of the repairs at Hartford, I was forced to make my first experiment with rawhide as a material for bearings. This substance becomes pliable after several hours' soaking in water, and strips of it can then be fitted between the upper side of the axle and the ends of the fork, to compensate for the wear of the coned surfaces. When dry, the rawhide is about as durable and unvielding as steel; but, as I took a ride of eight miles within a few hours after applying it to the axle, and continued my journey early the next morning, the strips gradually worked out of their places and protruded from the sides, where they attracted enough moisture, in an all-day's ride through the rain, to still further impair their usefulness. After 215 miles' usage, therefore, I replaced them with new strips; and, though I waited only twelve hours for these to harden, they kept in position and rendered good service without further attention for the remaining 994 miles of my record. I doubt if I should have been able to finish this without new cones on the fork, unless I had resorted to the rawhide. Such resort, however, I do not venture to recommend except for bearings which are very badly worn; and I should say that at least twenty-four hours ought to be allowed for hardening, after the damp strips have been applied to the axle. I may add that rawhide is an article not readily procurable, for I learned that in the whole of Syracuse, which is a sizable city, there was only one place (a trunk-maker's) where it could be obtained.

The tow-path of the Delaware and Hudson canal, a few miles from Honesdale, was the scene of the worst mishap that ever befell "No. 234," and its escape from complete destruction then will always seem to me like a miracle. A pair of mules, standing on the outer side of the path, appeared to have their attention so entirely absorbed by the feedbaskets wherein their noses were plunged, that I presumed they would not notice my approach from behind, and I accordingly ventured to ride across

the tug-rope connecting them with the boat. No sooner had I done this than some evil impulse led the brutes to pause in their repast and take a contemplative gaze at the surrounding scenery. dismounted at the moment when I saw them turn their heads; but, in the self-same instant of time, they gave a tremendous jump forward; the rope parted under the sudden strain, the flying end thereof, glancing from my back, whipped itself into a knot around the right handle of my bicycle, and, quicker than I could say "Jack Robinson," the beloved form of "No. 234" was receding into the distance, as fast as a pair of runaway mules could bang it along the stones of the tow-path. They were excited enough to have willingly helped it "beat the record" by dragging it "without stop for a hundred miles," or until they reached the Hudson river; but a lock-house chanced to intervene at the distance of an eighth of a mile, and the keeper thereof rushed out and brought their mad race to an end. Just about as he seized hold of them, the front wheel came against the planking of a bridge with a tremendous thump; but I was so far in the rear that I could not see whether this helped to cause the stoppage; and I was so excited and distressed, when I rushed up to view the mangled remains of the wreck, that I cannot remember whether the jar of the collision sufficed to release the knotted rope from the handle. I only recall that the machine was lying quietly there on the bridge, and that the lock-tender, a few rods beyond, was driving away the morning mist by the warmth of his cursings at the mules. "I am older than some sorrows,"-for no trav-

eler on Life's highway ever gets past its half-way stone, which marks the beginning of the downgrade leading towards the place called Seventy, without having experiences that cause him to grieve;-but I cannot recollect another moment of my existence when I felt so thoroughly, intensely, desperately "sick," as that moment on the tow-path, out in the wilds of Pennsylvania, when "No. 234" was whisked out of my hands, like an object in the "transformation scene" of a pantomime. With its destruction, which seemed inevitable, many of my cherished hopes and plans would fall in a common ruin. I should never again be likely to have a continuous trail extending for 900 miles behind me, and, simultaneously, a fairly good road of 500 miles stretching straightaway before me. I could never again reasonably expect to "beat the record" of coned-bearing machines, or to win the right of putting together a book called "Ten Thousand Miles on a Bicycle"! The thought of my own reckless folly, in bringing about the disaster, filled my soul with bitterness, as I hurried dolefully along after the runaways. Other greater afflictions I had endured cheerfully as inexorable decrees of Fate, for which I was not responsible; but here was a calamity which I had definitely and deservedly brought upon myself. So absorbing was my exasperation on this score that the thought of my own personal peril in the case did not occur to me till later in the day. The driver of the boat appreciated it, however, and his pleasure at seeing me escape with my life was great enough to prevent his getting angry with me for the trouble which my mishap caused him. Had not his tow-line been an old and weak one, which gave way at the first jerk, I myself should necessarily have been pitched into the canal, and if the bicycle had been thrown in on top of me, or if I had come into contact with the boat while under water, I should probably have been killed. On the other hand, if the flying end of the severed rope had chanced to bind my arm to the blevele, instead of simply knotting around the handle, 'I should have had my own broken bones to beward, instead of "No. 234's," as the males careered along.

And now I come to the miracle in the case, for not a single part of the machine was really broken! Though bent and cracked and scratched and badly demoralized in its several parts, my beloved bicycle had survived this crucial test,—had maintained its integrity as a whole, and was still ridable! The handle-bar was doubled back, and, when I bent it into its place again, it cracked where the splice had recently been made, and soon broke off entirely. I therefore steered with a wagon-spoke for the next eight miles, until I reached a blacksmith shop where I could get the bar rewelded. The crank and pedal-pin on the right side were considerable bent, and the axle was deflected from a true and while the rim was bent and cracked at the yn. to where it struck the bridge, and two or three or l not adjacent spokes were thereby loosened and madic useless. One of them broke off a few days later. The iron plate of the long-distance saddle-with which I began the season of '83, and which served me satisfactorily to the last-was cracked in two places, so that it never afterwards could be screwed with perfect firmness to the spring. One end of the wire of my Lamson luggage-carrier was also twisted off, but the carrier, like the saddle, I nevertheless kept in service until the very last day of the record. That my heavy roll of luggage was not shaken apart and scattered along the path by the jolting given it, seemed by no means the least remarkable incident of the runaway.

At Port Jervis, on the day following, I met the new handle-bar, which I ordered at the time of the first breakage in Canada, and it stood by me to the end, without further accident. The old bar I gave to a local wheelman who befriended me, and who said he would religiously preserve it as a relic of "the first American tour of a thousand miles straightaway,"-for I completed that distance at four o'clock in the afternoon of the day when the old bar (whose entire record was 6,798 miles) served for the last time as my tiller. The town of Staunton, in Virginia, where my monumental ride was completed, on the 22d of November, marks the end of the macadamized roadway which stretches through the Shenandoah Valley, and is continuously ridable from Greencastle, the border town of Pennsylvania, a distance of 150 miles. As a muddy clay of indescribable tenacity was prohibitory of progress beyond Staunton, I abandoned all idea of pushing on to the Natural Bridge, and decided to wheel back down the valley, and so home to New York. But the bulge in the rim, resulting from the accident with the mules, was sufficiently pronounced to give me a definite jolt at each revolution of the wheel during the 463 miles subsequently traversed in reaching the goal; and I thought that, before beginning the return journey, I might perhaps remedy the matter a little by "tightening up the spokes." It was my first experience of the sort, and it proved quite effectual,-though not in the manner intended. When I had completed the tightening process, I found the rim was so badly twisted that it would not revolve in the fork at all; and my later efforts to "unbuckle" it were quite in vair, though I snapped another spoke in making them.

"No. 234" was thus at last entirely disabled,—having survived the attack of the mules only to

fall a victim to my own mechanical awkwardness. A man from a carriage shop, who was recommended to me as the most skillful mechanic in town, said he would not even undertake the task of straightening the wheel for less than five dolars, and that he would not agree to finish the task for any possible sum. I knew indeed that no one outside of Hartford would have the patience to really put it to rights again, and I am told that the expert machinist who there did in fact take it in charge had a sad and solemn time in bringing it once more into ridable shape. I drove it from Hartford to New York in the early part of December, and, at the close of the month, rode a hundred miles, on the snow and ice, in the region around Springfield, without having a fall. I expected then to do no more touring with it, but to run off the few remaining miles needed for a "record" in short spins of an hour or two at a time;

when next I set eyes on the wheel, on the 6th arch, it was in the hold of a steamer starting 700 mile voyage for Bermuda. Before I had een there twenty-four hours, the sudden turning of a team in front of me forced me to make a quick backward dismount, and then fall forward with my full weight on the falling machine. The result of this was such a severe bend or crack in the the right end of the axle that a compensating bend had to be made in the crank before the wheel would revolve. On the following day the little tire worked loose, for the first time in its history; and, for the first time in my experience, I made use of cement in re-setting it. I was obliged to ride ten miles before reaching the cement, however, and as the tire had been literally worn to shreds, and as my supply of string was rather limited, the tattered india-rubber would occasionally bulge out from the rim far enough to strike the fork, and thus call my attention to its sad condition. In the large tire, also, an indentation, at the point where the two ends had been worn away, caused a definite jar at each revolution of the wheel during its last 600 miles. The tires were both applied in August, 1880, and made a total record of 8,600 miles. The splice in the little one never gave any signs of coming apart; whereas the ends of the big tire had to be many times sewed together and glued down, until quite a deep indentation was made. Cement was applied on several occasions when general repairs were in progress; but, with the one exception noted, neither of the tires ever gave me any trouble by working loose on the road, or forced me to personally apply the cement. The little one was finally worn down nearly to the rim.

The coned pedals which I pushed for the first 13,40 miles, in 1879-80, were brought into service again for my straightaway tour of 1,422 miles and the subsequent ride from Hartford to New York; after which I presented them to Mr. Canary, the professional trick-rider, as a "long-distance" memento. The exactly similar pedals which I used on "the last day," and so left attached to the machine, therefore have a record of 7,062 miles. I have been told by an authority on such matters that one of the most notable things in the history of "No. 234" is the fact that such great distances were traversed without any breakage of pedal-pins; and, considering the rough usage and great strains which they endured, it does appear to me rather remarkable. Old age did not seem to impair the accuracy of my Pope cyclometer, for, in riding to Coney Island, on the 24th of March, when I crossed the Brooklyn Bridge for the first

time, I tested it at each of the ten half-mile stones on the Boulevard, and found it did not vary more than a sixteenth of a mile for the whole distance.

It had been my intention that, when its 10,000 miles were finished, the old machine should be "rebuilt," with the latest improvements. I designed to have new bearings, cranks, pedals, tires, axle, fork, brake, saddle, handle-bar and handles, the original rims and wires of 1879 and the backbone, head and spring of 1883 being retained as a basis for the "reconstruction." When, however, the rim in whose rigidity my long experience had given me entire eonfidence, was spoiled by the runaway mules, I submitted to destiny and decided to accept a new machine. The Expert Columbia bicycle, on the left side of whose fork may be seen the inscription "No. 234, Jr.," is a close copy of the old original, as regards size and finish; but the makers assure me that it will be happily different from it in having much less "history" for me to record. My experience, in having thoroughly worn out a bicycle of the earlier pattern, will at all events qualify me to appreciate the "improvements" that have come into vogue during recent years, and to intelligently compare the new with the old,-in regard to durability as well as in regard to personal comfort. The Butcher cyclometer, which I intend to set in motion when I make my first mount, on the 24th of April, is planned to count and register 10,000 miles before returning to zero; and if I live long enough ever to accomplish that distance again, I hope I may be able to testify that it has fulfilled all the fine things which are promised for it as a keeper of the record. I hope, too, that the new Forty-Six may prove as efficacious as the old one in inspiring my friend, the Small Boy, to enliven its pathway with outbursts of wit and humor. Had I elected to ride a 52-incher, I never more could hope to hear myself designated as "the big man on the little bicycle." On the morning of my very last day with "No. 234"-when I heard the children cry: "O, see the little bicycle! It's a new one! All silver!"-I felt amply repaid for my years of industrious polishing on the nickel plate. But the most amusing comment was reserved for the afternoon. Within a half-mile of the place where I made my final dismount, the happy captor of "the first snake of spring" ceased for an instant to pull the cord by which he was dragging the wriggling reptile along the sidewalk; and then he shouted after me: "There goes a greenhorn!" And that was the very last word.

Henry Sandham, the artist, has recently finished a spirited painting of a party of bicyclists enjoying a "run" out in the country. It represents a road which winds down the side of a little hill, and the group of riders, consisting of a lady on a tricycle and several gentlemen on bicycles, are coming almost directly towards the spectator. The figures are drawn very ably, and exhibit a variety of very characteristic bicycling attitudes, the action being suggested with no little skill. The landscape setting is also well painted and interesting.

A Mr. Terry, of England, has invented a tricycle which is capable of being converted into a boat. When used on the road, the machine is an ordinary rear steerer. The operation of converting it into a boat is very simple, and takes but half an hour. All mounted, the apparatus forms a decked canoe, combining all the conditions necessary for proper buoyancy, even at sea.

#### THE LEAGUE OF AMERICAN WHEELMEN.

Editor Spring field Wheelmen's Gazette:

We take the liberty of opening this article with a quotation of personal correspondence that passed between us, in order the better to explain why our name appears in the columns of your initiative number:

Springfield, Mass., April 16, 1884. W. V. Gilman, Esq.,

Yours truly, Henry E. Ducker.

To this flattering invitation we replied, as follows:

Nashua, N. H., April 17, 1884.

HENRY E. DUCKER, Esq.,

Pres. Springfield Bicycle Club, Springfield, Mass., Dear Brother:—Your favor of the 16th inst. has been received. Yes, my hands are full, but I will help you, although
what, when, or how I shall write I know not. \* \* \* \* \*
Yours fraternally;

W. V. GILMAN.

And here we find ourselves launching out on this wide and extended subject, which is far too extensive in its sweep to permit of proper treatment at our hands, or in the even liberal space allowed us, and yet we will endeavor to give your readers some ideas of the benefits and utility of our national wheeling organization, and we hope that, of the thousands who read and commend your admirable paper, some few may be found learning new points, appreciating the amount of time and labor so generously bestowed by the many public spirited and self-sacrificing officers it has all through the country; men working for no base and sordid motive of personal gain and emolument, but moved only by a pure love of the sport; men who win thereby our love and esteem, which is far preferable to gold; yea, especially when questionably secured, and that they will be induced then to give their own support to this association, which, viewed from a pecuniary standpoint, costs absolutely nothing, for one dollar only, accompanied with a declared statement of an unquestioned amateur record, sent to a Division secretary, or the Corresponding Secretary of the League, if the applicant is not a resident of any Division, will now entitle him to a card of membership that will not expire until May 30, 1885, barring, of course, objectionable characters, for it is our aim to admit only gentlemanly amateurs, and we place it on the conscience of all who desire membership with us! Do you consider yourself a gentleman, and do you think we wish your name on the list? If so, apply at once. Almost all we do want, and yet many we do not, but when you know certainly and positively that you are not wanted, then, like a gentleman, if possible, seek membership elsewhere, where you may look for a better reception. The League of American Wheelmen was organ-

The League of American Wheelmen was organized at Newport, R. I., May 30, 1880, a fact that almost every wheelman of the country knows, as also our history since that time, together with the different boards of officers that have performed their routine of duties, and then given way to their successors. None of this matter will be here treated, but only a few of the reasons why you should join us, what we are trying to accomplish, and some of the questions now under consideration.

For some time past we have been carefully studying our Constitution and Rules, and we fail

to find any article directing us to employ our time in such an attempt as this, unless it be Article 2: "Its objects are to promote the general interests of bicycling." Certainly this applies here, for how eould we better accomplish this laudable result than by encouraging your endeavors to produce so fine a paper. Article 2 continues: "To ascertain, defend, and protect the rights of wheelmen." A good work indeed, and one that is being constantly carried on in so far as our means at command will permit. The parent organization has done much in this direction, of a general nature, far more than the organization has ever had credit for, since only those most actively engaged are aware of the requests and appeals from all sections of the country for law points and information, the proof of which is to-day in the hands of the Committee on Rights and Privileges, who are doing good police service, believing that prevention is far better than an expensive contest in the courts, even if successful. Some instances of personal legislation are also on record under this head. They are, however, the exception, and must necessarily remain so with the present outlook.

Another object is: "To facilitate touring," which is done by the appointment of representative wheelmen in all possible localities where members can be found, to fill the office of local consul, whose duties are to "Acquire and give any information as to roads, hotels, laws, and other matters of interest in their localities, to members of the League calling upon them in person, or by letter; keep their own state officers informed from time to time by reports, perform such duties as the latter may require of them, and generally promote the interests of the League and its members."

With these noble objects in view, we fail to see why any and every true lover of wheeling should not become a member, and contribute his mite to help on the good work.

Did time and space permit, we would tell you of our finely working system of divisions, how the officers are elected, what their duties are, and in what relation they stand to the officers of the Executive Board, but this is amply treated in our Constitution and Rules, copies of which may be had at almost any time by applying to the division secretaries.

There are many men daily joining the League as they would take out a policy on their life, feeling as confident of protection and aid in the one case as in the other, and it seems almost too bad to dissolve this pleasant day-dream, or, in fact, to even term it a dream, but sooner or later the illusion will fade surely, if needed, and we may as well set all right on this point at once. With so small an application fee and assessment we cannot possibly take up every lawsuit in the eountry that is brought against a wheelman, even if a member of the League, but we can and do work in a general way, as above alluded to, and we will say that the pleasures of personal acquaintance with the elass of gentlemen whose names adorn our records by the hundreds, yea, by the thousands, - more, far more than repay all that is required. Then, again, by being banded together laws can be made more intelligently for the government of race meetings and the amateur status, where otherwise all would be chaos and eonfusion. In this sense it surely becomes a duty to sustain the League, and to use great care in the selection of its prominent and responsible officers.

As we have stated the aims of the League, and several of the advantages of becoming a member,

we will reply to the only unfortunate question now staring us so wildly in the face, and that is the financial problem. Many consider us as nearly bankrupt, and some even go so far as to state that we do occupy this sad position, but there is light in every cloud, behind and about it. Surely the League treasury is not so well filled as it should be, but there is disagreement as to how large a balance we should carry in order to maintain our dignity and yet not offer too great a bait to sharpers and schemers. When the present Treasurer of the League was chosen to office there was on deposit, subject to the check of that officer, \$516.38, a sum that is our ideal of what should be, enough to meet our wants, and yet a sum not sufficiently large to encourage any wildcat projects, or call for an overproduction of official appropriations. During the year the Treasurer increased this balance, by the practice of the sharpest economy in so far as his power extended, to the beautiful sum of \$1,025.38, as shown by his report read at New York, May 28, 1884, and published thereafter in the cycling press. The present balance is somewhat reduced, to be sure, but good and true friends stand by the League and agree to help most substantially to relieve the present paucity of shekels in the exchequer, and we feel quite confident that all of our plans can be carried out to the credit of the League, as well as our own personal pride and gratification. Suffice it to say, that if all the projects now on foot with this end in view are successful, the League will be as well off, and as sound financially, as it has ever been at any time in its history. In all other respects it never was as well off; so, my friend and brother, delay no longer, join the League, and feel the better man therefor! W. V. GILMAN.

[The following reports of the Corresponding Secretary and Treasurer will be presented at Washington, May 19.—Ed.]

## ANNUAL REPORT CORRESPONDING SECRETARY L. A. W.

Officers and Members L. A. W.:

Gentlemen: - Hitherto you have received, at stated periods, from the pen of your Corresponding Secretary, reports in full of all League work performed in his department of our order. They have as well been replete with interest, and have invariably contained suggestions, which, if carried out, would have proved of great value to us, and undoubtedly had my predecessor been allowed to have retained his position, which he assumed under eircumstances so promising, and as the result of the subscriber's single ballot in his favor, you would at this time have been enabled to read a report far superior to this, both in the general good taste of its make up, as also in the business-like tone of its numerous suggestions; but, as this cannot be, it shall now be our endeavor to furnish you with such facts as we hope will be of some value, with the limited means at our command, although we shall offer no further suggestions than only those pertaining strictly to the office which we represent, and we humbly ask your charitable eriticism for the many failures of which we shall be found guilty. Suffice it to say, we shall frankly state facts as we find them, a line of policy that we adopted at the beginning of our League service, and have pursued ever since, without fear or favor. We shall never shrink from the exposure of any wrong so long as the power rests in our hands, and we think we are not far from correct in our opinion that the League membership, almost to a unit, will sustain us in this position. Our motto is, "Let all be known to every member, whether it be good or bad. We are merely their servants, holding their money, for which to them we are responsible." As we have no personal ends to meet, and no schemes to carry out, we fail to see why we should not be perfectly honest and open in all of our messages. When the membership of the League calls for underhanded, blind, and bewildering statements, we can serve the body no longer. We have never asked a favor of the League; we have never put the League to a dollar's expense for personal gratification, or to carry out personal plans. If we have been honored, as we have many times, and for which we feel sineerely grateful, you must all remember that the honors came unsought and unasked for, without an exception, and we still consider them as in your hands, to be withdrawn at any time when we prove ourselves unworthy of the trust imposed. With these preliminary remarks, we will at once proceed to state the condition of affairs in this office when we assumed its responsibilities. Owing to the troubles of our predecessor, which we will not here rehearse, it became necessary that he be suspended, and, to the great surprise of the writer, the following note was received:

New YORK, February 6, 1884.

My Dear Gilman:—Will you accept the office of Corresponding Secretary, L. A. W., until February 22? \* \* \* \*

Please answer at once!

Yours, as ever,

Вескилти.

Why we were selected, and the steps that led thereto, we have no knowledge of even to this day, but, realizing the situation of affairs, and knowing well from my correspondence of a private nature that it would be very difficult at that time to procure the proper man to fill the place, owing to circumstances well known to every Leaguer, and which we will not at this time discuss, we considered the matter for a few moments and decided to enter the gap, telegraphing President Beckwith to that effect, and confirming the same through the mails, and as a result we received our appointment a very few days thereafter, whereupon in good season the books and property of the office were forwarded to us, and we are pleased to state that we found the current work of the office all done up to date, and have since striven to keep all in as good shape, and hope to be able to hand the same over to our successor in an equally good condition. During the month of February, 1884, the attention and thought of all were eentered upon the triangular troubles in which we were so deeply engulfed, to the sacrifice of our current work, so that when the bugle note of our spring elections was sounded in the Wheel of February 29, it took all parties almost by surprise. No primaries had been held, and no candidates discussed, or even mentioned in a real serious way. We prepared the article above referred to out of mere courtesy to the party whom we supposed would succeed us at the expiration of our term, viz., February 22, as it would be next to impossible for a new man to take the office at that date, and become sufficiently familiar with its duties to prepare such an article in season. We earried it to New York, presenting it in person to the editor of the Wheel. No preparation had been made for printing ballots and attending to the duties laid down in Rule 21, until, as a second surprise, we were again requested to serve out the remainder of the League year. This necessitated some haste in the preparation and mailing of our blank ballots, and led to one mistake that caused

us much regret and no little annoyance, viz., the misunderstanding that arose from the printing of but one space on our long ballots for Representative, we supposing, of course, that every voter would know how many officers he could vote for, as it was clearly explained in the *Wheel* of February 29; but such was not the case, as was proven by the inquiries that poured in upon us, and to many devoted workers in the League harness we owe our humble apology for the trouble given them in this respect.

Later in the season the officers of Massachusetts thought themselves entitled to twelve representatives instead of eleven, as we assigned them, claiming to have on their records a membership of six hundred and three, March 1, instead of five hundred and eighty-two, as our list exhibited; but this matter we have already referred to the Committee on Rights and Privileges, whose duty it becomes to count all the votes cast, and with them we leave the matter. The expense of this mail vote, though not heavy, was nevertheless more than double what there was any call for, as we will show by the following table:

$\mathbf{T}$	hese	Div	zisi(	ns	an	d :	Stat	es	iss	ued	ba	allo	ots	of	the	ir (	own,—
	New	· Yo	ork,														718
	Mas	sacl	nuse	etts	,												582
	Peni	nsyl	van	ia,													516
	Ohio	,															366
	New	z Je	rse	у,													255
	Micl	niga	n,														111
	Mar	ylar	ıd,														87
																	2,635
	As o	our	ent	ire	m	en	nbei	rsh	ip	at	th	at	tiı	ne			2,033
		but															3,598
	This	nu	mb	er d	lisc	ar	ded	01	ır l	oallo	ot,						2,635
	Lea	vine	on	lv													963
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who even cared to use them at all, and all told there were not over 350 used, only 10 per cent., which goes to prove that we are put to a heavier tax for these elections, both of labor and money, than we need to be. The affair belongs to the Divisions; in it there are always several parties interested sufficiently to issue tickets and manage the canvass. With so many tickets in the hands of voters, they become to a great extent confused, and in many cases vote duplicates. We cannot limit the number other than by removing our own from their hands, and we recommend this subject to the careful thought and consideration, both of the Division and League officers. The usual figures indicative of our increase, both in renewals and applications, have been given you in the report of our predecessor, February 1, and call for no repetition here. Suffice it to say, our total membership will be given in the report of the Treasurer.

Very respectfully,

The League's most humble servant, W. V. GILMAN, Cor. Secretary pro tem.

# ANNUAL REPORT OF THE TREASURER L. A. W.

To the Officers and Members of the League of American Wheelmen:

Gentlemen:—In accordance with a provision of Rule 6 of our Constitution and Rules, which reads:

He shall make report, in abstract, at each regular business meeting of the Board, and in full at the annual business meeting of the League next succeeding bis election,

we herewith beg to submit our report of the first eleven months of our League year, and commend the same to your approval:

	L. A. W. BALANCE SHEET,	MAY	1,	1884.	
	Cash Balance, June 1, 1883,	\$1,025	38		
ı	Membership Assessment, 1883,				
ı	Admission Fees to date,				
ı	Consular Outfits,				
ı	New York State Division Donation,				
ı	Badges,	2	00		
ı	Interest on Deposits,	18	07		
ı	Salary of Cor. Secretary, 1883-4,		•	\$250	00
ı	Expenses of Cor. Secretary to date, -			329	
ı	Expenses of Treasurer to date,			90	00
ı	Salary of Treasurer, 1883-4,			250	00
ı	Miscellaneous Items of Expense, -			166	24
	One hundred Consular Outfits,			100	00
ĺ	Five hundred Consular Certificates, -			9	00
ı	Forty-five hundred Membership Cards,			38	50
ı	Official Organ,			1,923	-
	Balance on Deposit,			221	
		-	_		_
		\$3,377	70	\$3,377	70

A careful examination of our Constitution and Rules will show that the entire financial policy of the League is placed in the hands of the Board of Officers and the Finance Committee:

Rule 6. The Treasurer shall receive and be accountable for all membership and annual fees and other revenues of the League; shall keep suitable books of account thereof, and of all disbursements; and shall pay out of the funds of the League only upon order of the Finance Committee or any two members thereof.

The duties of the Committee on Finance are given in-

Rule 16. There shall be also a Committee on Finance, which shall consist of the President, the Treasurer, and the Corresponding Secretary ex officio, to which all matters relating to revenue and disbursement, and League funds and investments thereof, not otherwise disposed of, are referred as they arise, and who shall report to the Board of Officers at each regular meeting.

Not a dollar of the League's money has strayed from the treasury except as above provided for, with the single exception of the office expenses of the Treasurer, which we herewith submit for your closest scrutiny:

#### ANALYSIS OF TREASURER'S EXPENSES.

r88	3-														
June	5-P	lain E	Envelope	s an	d I	et	ter	Sta	ımı	ps,	-	-	-	\$5	00
"	20-L	etter	Stamps,		-	-	-	-	-	-	-	-	-	3	00
**	30-	"	"	-	-	-	-	-	-	-	-	-	-	6	50
44	30-R	ent o	f P. O.	Box	, q	uar	ter	in	ad	va	nce	,	-		50
"	30-4	80 No	tices of	Rei	1ew	al	Pr	inti	ng	,	-	-	-	2	00
July	11-P	lain I	Envelope	es an	d I	Let	ter	Sta	am]	ps,	-	-	-	4	00
"	18—I	etter	Stamps,	-	-	-	-	-	-	~	-	-	-	3	00
"	23-	"	"	-	-	-	-	-	-	-	-	-	-	5	00
Aug.	2-	"	"	-	-	-	-	-	-	-	-	-	-	6	00
44	3-P	lain I	Envelope	es,	-	-	-	-	-	-	-	-	-	3	00
"	6—	**	"	-	-	-	-	-	-	-	-	-	-	2	00
"	13I	etter	Stamps,	, -	-	-	-	-	-	-	-	-	-	6	00
Sept.	. 8—	"	"	-	-	-	-	-	-	-	-	-	-	3	00
Oct.	ı —	"	"	-	-	-	-	-	-	-	-	-	-	4	00
"	22-	"	**	and	Pla	in	En	vel	lop	es,	-	-	-	3	50
Nov.	19-	"	"	-	-	-	-	-	_	_	-	-	-	4	00
Dec.	15-	"	"	-	-	-	-	-	-	-		-	-	2	00
188	4.														
Jan.	17-	"	"	-	~	-	-	-	-	-	-	-	-	4	00
"	31-	"	**	_	-	-	~	-	-	-	-	-	-	2	00
Apri	7—I	rintin	g Direc	tions	or	ı N	<b>I</b> en	nbe	rsl	ip	Ca	rds	,	I	25
"	7—N	lew R	Record E	look	for	ne	ext	Tre	eas	ure	r,	-	-	12	00
"	7-L	etter	Stamps,	, -	-	-	-	-	-	-	-	-	-	6	00
"	7—P	lain I	Envelop	es,	-	-	-	-	-	-	-	-	~	2	25
														-	
														\$90	00

The entire amount of the Treasurer's expenses has been incurred upon our own personal responsibility, and is herewith submitted for your approval or rejection; although any corrections, or even suggestions, will be cheerfully heeded from any member of the League, to whom only our reports are respectfully submitted. All other items of expense have been incurred either by the direct vote of the officers, or with the approval of the Finance Committee. This analysis of the Treasurer's expenses is final, as all further charges we

will attend to, and no record of same will be preserved. Let us compare these figures with those of the past:

THE EXPENSES OF DILLWYN WISTAR, TREASURER, 1881-2.
Clerk hire, - - - - - - - \$108 50

Postage,	-	-	-	-	-	-	-	-	-	-	-	ater	-	-	-	71	93
Stationery	,	-	-	-	-	-	-	-	_	-	_	-	-	_	_		47
Printing,	-	-	-	-	-	-	-	-	_	-	-	-	_	_	-		82
Sundries,	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	90
Vide A	Bic	ycı	in	g	IV	orl	d,	Ju	ne	1	б,	188	32.			\$249	62
1	EŻI	PE:	NS.	ES	0	F '	ΤR	ΕA	SU	RI	ER,	I	88	2-	3.		
Clerk hire	,	-	-	-	-	-	-	-	-	-	-	_	-	-	-	\$250	og
Postage, e	tc.,		-	-	-	-	-	-	-	-	-	-	-	-	-	145	OI
																Sacr	

EXPENSES OF TREASURER, 1883-4.
Clerk hire, - - - - - - \$250 00

Vide above analysis.

Postage, etc.,

Vide Wheel, June 1, 1883.

Please bear in mind that our membership is continually increasing, and is to-day fully double what it was May 1, 1883. It was also claimed that by the organization of Divisions, the general running expenses of the parent League would be most materially diminished; but it has not so proved, although we hope it may the coming year, as the past has, to a great extent, been one of experiment, while now the Division officers throughout the country understand their duties, and are for the most part rendering most efficient service.

This statement has many features of encouragement; for not only is our balance on deposit pleasingly increased, but the true love for the League shown by parties who differ on other questions is worthy of special notice. We cannot all think alike; but when we are in danger, all true Leaguers should, and will, rush to the rescue -not press us the harder as if it caused them happiness to see us in trouble. The Ixion representative of New York State set the ball in motion by writing his colleagues proposing to donate to the general treasury of the League the sum of one hundred dollars (\$100) from the replete treasury of that Division; and the relief was most timely. Mr. Egan, and the officers of the Division who so nobly sustained him, are worthy and deserving of a higher compliment than we can here bestow. With what joy we read the following telegram:

New York, April 9, 1884.

W. V. Gilman, Treasurer L. A. W.

New York State adopts my resolution and appropriates one hundred.

EGAN.

With commendable alacrity the New York Division Treasurer sent us the following, which tells its own story:

ELMIRA, N. Y., April 10, 1884.

My Dear Gilman:—It is with great pleasure, I assure you, that I inclose check for \$100 for the relief of our overburdened national treasury. The resolutions appropriating the same have been signed by every representative of our State Division, together with our chief consul, and heartily endorsed by the Division Treasurer.

Yours, fraternally,

Lou. H. Brown.

To W. V. Gilman, Treasurer L. A. W.

Here is another proffer of aid worthy our favorable mention, and which we have duly acknowledged with gratitude:

SPRINGFIELD, Mass., April 11, 1884.

W. V. Gilman, Treasurer League of American Wheelmen.

DEAR SIR:—I notice from your last cash report that the League treasury is in a very deplorable condition, owing to the very heavy demands made by the official organ. If I can

# STODDARD, LOVERING & CO.

No. 10 MILK STREET, - - BOSTON, MASS.

SOLE AGENTS IN THE UNITED STATES FOR

# THE BRITISH CHALLENGE.

SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone, 15 x t inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with 4½-inch centers; Patent Challenge Spring; Gum-Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; ½-inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Parallel Bearing Hancock Rubber Pedals.

#### PRICE:

50-inch, Enameled and Nickeled,

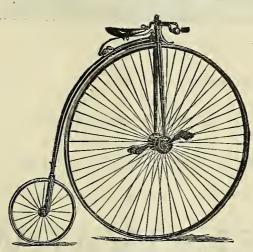
\$136.50.

Nickeled except Felloes,

\$146.50.

Full Nickeled,

\$154.00.



Remember, we carry by far

#### The Largest Stock

Of English Wheels in this country.

Also, that we can supply the

Parts of Our Machines

From Stock.

# THE RUDGE LIGHT ROADSTER.

The only ordinary Bicycle that has ever been ridden up Corey Hill. This necessarily put a fearful strain upon it, but nevertheless not a sign of the rough usage was visible. Weight of a 52-inch, ready to ride, 34 pounds. The League Championship for 1883 was won on this machine, and a mile has been timed on it in 2 min. 53 sec.

SPECIFICATIONS.—Unequaled Adjustable Ball Bearings to both wheels; Round Backbone; Hollow Elliptical Front Forks; Semi-Tubular Rear Forks; Curved Hollow Handle-Bar; Clement's Hollow Felloes; Tangential Spokes; Ball Pedals; Standard Finish; Backbone, Forks, Felloes, and Spokes enameled, other parts NICKELED.

PRICE, 50-inch, \$140.00.

# THE AMERICAN RUDGE.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequaled Ball Bearings to both wheels; *Hollow Elliptical* Forks; Round Backbone; 6-inch Straight Handle-Bar; Humber Head; 1-inch and \(\frac{3}{4}\)-inch Round Tires; Gun-Metal Hubs; Direct Spokes; Crescent Rims; Parallel Pedals. Standard Finish; Backbone, Forks, Felloes, and Spokes painted in two colors; other parts nickeled.

PRICE, 50-inch, \$105.00.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

ALSO, HEADQUARTERS FOR

## THE LEADING ENGLISH TRICYCLES.

Send Stamp for the LARGEST and MOST COMPLETE CATALOGUE yet published.

# COOLEY'S HOTEL,

SPRINGFIELD, MASS.



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# ->HOTEL\*WARWICK,

SPRINGFIELD, MASS.

By Official Appointment the Headquarters of the League of American Wheelmen and the Cyclists' Touring Club of England.

Only a few steps above the Depot. Accommodations first-class in every respect. House is new, and all the furniture new, neat, and clean.

The patronage of visiting wheelmen and the public generally is respectfully solicited.

WILLIAM HILL, PROPRIETOR.

be of any assistance, you are authorized to draw on me in any sum from one to five hundred dollars, and I will take your note for same as Treasurer of the above organization.

Yours truly,

A. L. FENNESSY

We will prolong this report no further than to quote from our report, as read at the New York meeting of the Board, February 22, 1884:

We are pleased to state that the expenses of the Treasurer's office have been forced down to the minimum; in fact a reduction has been made over those of last year, and even then we were practicing economy to the best of our ability, with the experience we then possessed in handling League business. Our only expenses, Mr. President, have arisen from the two items of plain envelopes and letter stamps! All others have been paid from our own purse, so that it is unnecessary to say that all uncalled-for fancy office furniture has been dispensed with.

Our analysis above exhibits some other charges. Suffice it to say, all have been paid by the League, as stated; for we began our work on the principle that the League should pay most of the necessary expenses, but have since changed our tactics, and have more than made up the same in postage bills privately paid, so that our quoted statement is literally true in the abstract. We shall give a brief financial statement at Washington, D. C.

Respectfully submitted,

W. V. GILMAN, Treasurer L. A. W.

#### Correspondence.

HARTFORD, CT., April 19, 1884.

A. L. Fennessy Esq., Treas. Springfield Bicycle Club:

DEAR SIR:—At a meeting of our club last eve our members were unanimously delighted with the beautiful gift which your club saw fit to present us in place of the \$100. The clock and statuettes will be constantly before us in our rooms, and no one will see them without thinking back to the many pleasant times we have had with the S. Bi. C.

A unanimous vote of thanks was extended your club, and you may all be assured that the gift is more highly appreciated than would the money prize be. Wishing your club all manner of success for the future, and with the assurance that we are near by, and ready to lend our presence in any of your enterprises,

I am very truly yours, F. E. BELDEN, Secretary.

Editor Springfield Wheelmen's Gazette:

It is with much pleasure that wheelmen in this section of the Keystone state learn the GAZETTE is again to be published by your club, and its appearance will be looked for with no little interest, as we know that success is characteristic with whatever you undertake, and in the re-appearance of your paper we expect result as heretofore, viz.: the best of them all.

The Scranton Bicycle Club enters upon the season of 1884 with renewed energy, and the result will ensure a season of tours, club runs, and entertainments such as we have not heretofore experienced in our history. New headquarters have been secured and fitted up in good shape, being furnished with a piano, pool and card tables, and we feel inclined at all times to entertain visiting wheelmen. The first event of the season was the excursion of our club to Binghamton on April 22d, which proved a very pleasant affair. We were metat the depot by the members of the Binghamton club, who joined us in a pleasant run, at the conclusion of which we were royally entertained at the home of Capt. Hickok, who on account of illness was unable to

join in the run. In the evening we visited the skating rink, the attractions being such as to make it most enjoyable; a pleasant surprise was an exhibition of fancy skating by Prof. Ball of Worcester, Mass., who delighted all by his performance. The extremely pleasant relations existing between the Binghamton and Scranton Clubs made this, like all former visits, one long to be remembered.

The wonderful growth of bicycling in Pennsylvania is a matter of note, and if the increase the present year is as great, Massachusetts will not lead us much in numbers and enthusiasm.

We wish the Springfield Wheelmen's Gazette success, and are sure it is richly deserved.

Yours fraternally,

FRED C. HAND.

Editor Springfield Wheelmen's Gazette:

Ever since Representative Egan began the move referred to below, this office has been flooded with letters from all officers of the League from almost the highest down through all the ranks, and we have been always glad to do all in our power to aid Mr. Egan in his laudable endeavor, and have succeeded in guiding many, many contributions towards him. Everybody in the League, so far as we know, respects Mr. Egan himself, the kind hearted and genial Ixion and his club, but his surroundings!! We throw up our hands in horror! This letter tells its own story and explains all, and shows that had the endeavor been made through any other channel success would have come to it spontaneously without so much auxiliary work. We hope you will all bear a hand, and as to calling it a "Jenkins boom," it is all absurd, and should such an attempt be made you just laugh it to the winds.

FRIEND GILMAN:—Have just received a postal circular from Frank A. Egan, New York, asking for a contribution to the guarantee fund for the League. What is it? Is it a Jenkins scheme to give the League "taffy"? According to the circular, \$500 is to be raised and \$212 has been subscribed so far, and now chief consuls and representatives are to be called on to contribute. If it is all right I will be glad to contribute, but if it is a scheme of Mr Jenkins I do not propose to blow in my money to help a boom for him. Please answer on receipt of this letter what you know about the matter, and if you are going to contribute.

W. V. GILMAN.

MR. EDITOR: -Bicycling is progressing finely in Cleveland and the interests of the club as well. A quarter-mile cinder track of the finest possible construction will be completed in a few weeks, enclosed on a beautiful piece of ground. Grand stand and competitors' accommodations will be provided, and everything necessary furnished to complete the outfit of "The Cleveland Athletic Park Co.," incorporated by members of the club. Our brother bicyclers, the Forest City Wheel Club, are looking for suitable headquarters and their club is growing. There are nearly seventy attached wheelmen here now. Roads are in "elegant" shape, hard and smooth, and weather fine. An American Star agency and school are started and doing fairly. The Rudge is rapidly making friends, and ladies are practicing tricycling, on the sly, getting ready for "sociable" rides I suppose. Two prizes have been offered for our State Meet in August, a gold plated and engraved hub-lamp valued at \$50, and a \$100 medal. We expect to offer prizes valued at \$2,500, and racing programme is now in hands of committee. This August Meet is the topic this season, ladies especially taking an interest, which makes our evening calls a continuation of committee meetings, in the discussion of programme, etc. We have a fine entertainment in hand for 29th inst., given by the Cleveland Club at Gatling Gun Armory, to close the winter series of complimentary evenings to their friends.

200 17

# FOR THE CONSIDERATION OF THE RACING BOARD OF THE L. A. W.

That the Racing board has erred by having all of the championship races run in one day no one will deny; and it is not too late to change it now, for it would be better to have it right; better late than never. The Boston Globe says, and truthfully, that in England the championship races are run somewhat different than in this country. The events, instead of being all decided at one meeting, are held on different dates and at different places, thus affording a chance for riders in all parts of the country to compete. Another good idea of theirs is having a time standard, by which no one is allowed to compete unless passing as good a record as the "standard." The standard in this country would, however, have to be put at a much slower figure, or there would be no competitors in many of the events. The championships will be decided as follows:

June 21.—Lillie Bridge, one-mile bicycle; time standard, 2 minutes, 48 seconds.

June 21.—Lillie Bridge, twenty-five-mile tricycle.

June 28.—Cardiff, five-mile bicycle; time standard, 15 minutes, 10 seconds.

July 12.—Crystal Palace, one-mile tricycle.

July 12.—Crystal Palace, five-mile tricycle.

July 19.—Crystal Palace, fifty-mile bicycle; time standard, 2 hours, 50 minutes.

July 26.—Newcastle, twenty-five-mile bicycle; time standard, 1 hour 20 minutes.

CYCLING LITERATURE.—By whatever means the dissemination of information upon cycling matters may be accomplished, it cannot fail to aid our purposes and benefit our business. Therefore, although this catalogue is essentially and strictly a business document, it will not be out of place if we commend to our readers the perusal of the columns of the cycling press. To some it may be news, that in England, on the Continent of Europe, and in far Australia, as well as in this country and Canada, some fifty or more regularly issued periodicals are entirely devoted to cycling matters. The fact is significant in demonstrating the intelligence of the class from which we obtain our customers, and the permanence of the interests with which we are identified. In this country the cycling press is coeval with our own business, for each dates from the pregnant cycling year of 1877, and in the columns of The American Bicycling Journal (edited by Frank W. Weston, and now for sale at \$4.00 the volume, by E. C. Hodges & Co., 8 Pemberton Square, Boston) can be found a running record of American cycling up to the 15th of November, 1879, when, the sport having become permanently established, and the editor's time being imperatively required on other matters, the fournal was discontinued, or rather became the Bicycling World, which took up the thread where the Journal dropped it. In the columns of the World the record of American cycling has been continued to this day, and its present able editor, Mr. J. S. Dean, evidently intends that it shall sustain with credit its position as the oldest cycling paper in this country. The Bicycling World is published weekly, by E. C. Hodges & Co. (Mr. Abbott Bassett, Business Manager), at 8 Pemberton Square, Boston. Price, \$2.00 per year .- From the Cunningham Company Cata-

#### Rews Rotes.

Come and see us,

September 2, 3, 4, and 5,

Hampden Park, Springfield.

The C. T. C. handbook for 1884 is out.

Salem is to have a racing track for bicycles.

Dan. Canary thinks of going to England this year.

A tricycle road race is shortly to be held in Boston.

The wheelmen of Louisville have formed a base ball nine.

The bicycle and tricycle racing season in England is in full blast.

Gump Bros., of Dayton, O., pay cash for secondhand bicycles.

The minstrel show of the Boston Bicycle Club netted about \$300.

There will be several tandem bicycle races at the meeting in Philadelphia.

A large race meeting is being arranged for May 28, by the Mansfield, O., Club.

The English 'Cyclist gives the September tournament in this city a first-class send off.

About 100 wheelmen will participate in the bicycle tour in July from Chicago to Boston.

Besides his accomplishment as a fancy bicyclist, D. J. Canary is an excellent trick roller skater.

The Cleveland Mercury is the official organ of the Ohio division of the L. A. W. Mercury, shake!

Belva Lockwood, the female lawyer, appears daily on the avenues of Washington riding a tricycle.

Rev. Mr. Swartz, who sails this year for India as Lutheran missionary, will take his Star bicycle with him.

The Trojan Wheelmen have been presented with a handsome banneret by the club surgeon, R. C. Marshall.

The bicycle fever has reached Phœnix, Arizona, and the young men of that city are planning for a tournament.

President Bates, of the Detroit Bicycle Club, is being talked of as the next president of the League of American Wheelmen.

The president of the Citizens' Bicycle Club of Boston is a Catholic priest. That's all right there's "no law agin it."

Washington business men have contributed liberally to the fund for entertaining visiting members of the L. A. W. on the 19th and 20th.

The Kentucky house of representatives has passed a bill prohibiting bicyclists from using the public roads of most of the counties in the State.

Hon. Ion Keith Falconer, one of the fastest of wheelmen, was recently married in England. Some of his times to-day are the best amateur on record.

Strange to say, Mr. Frank Egan and the "Owl" belong to the same club, room together, dine together, and in every way act in unison.—*Mirror of American Sports*.

The championship races of England will be decided on the following dates: June 21, at Lillie Bridge; June 28, at Cardiff; July 12 and 19, at Crystal Palace, and July 26, at Newcastle.

The London 'Cyclist has an editorial calling for the names of wheelmen who think of attending the coming tournament at Springfield, and expressing the hope that a good representative party may be made up.

Victor M. Haldeman, secretary of the Penn. Division, L. A. W., was violently thrown from his wheel and sustained a badly sprained wrist, but hopes to be in shape for the meet at Washington.

Sniffins, who took a header and knocked all the skin off his nose, the other day, hastily covered the wound with a two-cent revenue stamp. When people asked him about it he said it was a tax on raw material.

Mr. D. J. Canary will arrive in Chicago May 14, and is exceedingly anxious to meet Warren Wood, the Chicago trick and fancy rider, for any amount over \$250 a side, in a fancy and trick contest on the modern bicycle.

The annual meeting of the board of officers of the L. A. W. will be held in Ford's Opera House, Washington, D. C., at 9 A. M., Monday, May 19, 1884, when it is hoped that a full attendance of the board will be present.

New Yorkers are puzzled to know why the park commissioners exclude tricycles from Central Park. The reason given, that they frighten horses, is too thin. Horses which are used to bicycles are not afraid of tricycles.

The Trojan Wheelmen have a tennis ground at Lansingburgh, about three miles from headquarters and on a fine road, which has been placed at their disposal by one of the club members. A prosperous season is promised this popular club.

At Boston, on Decoration Day, a race meeting will be held on Dartmouth street, and, in addition to a long list of ordinary races, for which generous prizes are offered, several novelty races are promised, such as have never been in this country.

Robert James, the famous English professional flyer, intends shortly making his permanent residence in this country, and will probably settle in Boston. He will bring with him W. F. Sutton, the well-known amateur cycle racer of England.

Bicycling is becoming popular in Mexico. Warren S. Locke, of the Boston Ramblers, recently defeated Mario Garfias, a member of the Club National, in the City of Mexico. Garfias afterward retrieved himself by beating Locke in a race of about 1 1-4 mile.

Miss Mattie Ellwood, of Chicago, has been in practice for several months with the view of meeting Louise Armaindo. Miss Ellwood will make her appearance at the bicycle exhibition soon to be given in that city, when she will endeavor to beat Armaindo's record of 3.40.

Mr. R. L. Shaw, of Plymouth, Mass., recently, while riding over a bridge, took a header into the river, carrying his bicycle with him. The water was about ten feet deep, but the plucky rider managed to hold on to his machine and take it safely to the shore without injury to himself.

In the horse vs. bicycle race at San Francisco which ended April 20th, John D. Prince and Miss Armaindo alternated on a bicycle and made 1,073 miles in six days, beating the best time on record. The fifteen horses ridden by Anderson were one mile and a quarter behind at the finish.

Dudley A. Sargent, Professor of Physical Training in Harvard College, and director of the new gymnasium, says that the bicycle brings into special activity the museles of the thighs, and otherwise affords good exercise, but unless care is taken its use will make one round-shouldered.

In the L. A. W. parade it is proposed to have a corps of mounted buglers from Fort Monroe instead of a band. Mounted police will keep the streets elear, and a strong body of tricyeles will be thrown out on the sides to keep the crowd back. The men will ride four abreast.

A grand international 12,000-metre bicycle raee and a grand international 2,600-metre tricycle race are announced to take place at Turin in August, the first prizes being respectively 1,000 francs and 300 francs and a gold medal. The tourin' clubs will probably be well represented at Turin.

The New York Mail and Express asks this question in mental arithmetic: If two bicycles ean beat fifteen horses in a six-day tournament, how many horses can one bicycle beat in one day? We give it up, and don't think much of the horse versus bicycle business, any way. The answer to the eonundrum, probably, depends upon the agreement made between the riders of the horses and those of the bicycles.

A comical incident occurred at Island Bay, Australia. Whilst the members of the Bicycle Club were returning to town a sportive bull espied the wheelmen traveling down one of the inclines at a rapid rate, and endeavored to arrest the progress of Mr. W. P. James, who was leading the procession. A race down the hill ensued between that gentleman and the beast, and after a keen struggle the captain proved victorious, much to his relief. The spurt was witnessed by about a score of persons, who thoroughly enjoyed the seene.

Mr. Jones.—I've concluded to sell the old horse and carriage and buy a bicycle.

Mrs. Jones.—And I shall have to go a-foot, I suppose. I should like to know what put that into your head.

Mr. Jones.—Well, you see I have met with a reverse. I bought 3,000,000 bushels of oats on a margin last week, and the bottom of the market has dropped out and left me high and dry. You see, if I sell the old horse and buy a bicycle, I sha'n't need to buy so many oats in future.

WHAT AND WHY is the title of a neat little pamphlet of 72 pages, edited by Chas. E. Pratt, giving many facts as to the origin and make-up of the bicycle and tricycle, and like most books has its mistakes, caused mainly by advertising in an obscure way the Columbia bicycles, which is the evident intention of the author. Mr. Pratt's prejudice as to the Star bicycle is apparent throughout, as it is not mentioned as a bicycle, but as a machine. With the author's knowledge it was more possible to make a handy book for reference. The book will be eagerly sought after by all, as it contains information with which all wheelmen should be acquainted.

The Waltham Bicycle Club on Sunday, April 20, took a run to Dedham, going by the way of Newton and West Roxbury, stopping at the Elmwood house for dinner; thence through Highlandville, Newton Upper Falls, Newton Centre, Newtonville, and home, reaching here about 4 P. M., having eovered a distance of twenty-six miles. The club runs for the remainder of this month as follows: Saturday, April 19.—Start at 1 P. M. sharp; run to Lexington, and there will witness the annual celebration of the battle of Lexington. April 27 .-Start at 9.30 A. M.; run to the Wayside Inn, by way of Weston, Cochituate, and Sudbury; thence to Framingham Centre to dinner; return through South Framingham, Wellesley, Newton Lower Falls, Auburndale, and Waltham.

#### GEORGE M. HENDEE,

AMATEUR CHAMPION BICYCLIST OF AMERICA.

George M. Hendee was born October 2, 1866, at Watertown, Conn.; is 5 feet 10 3-4 inches high, weighs 176 pounds, racing weight about 165 pounds, 22 3-4 inches thigh measure, 15 inches calf, chest expanded 40 1-4 inches; is temperate in habits, neither smoking, chewing nor drinking; is an early-to-bed and early-to-rise young man. He was always foremost in athletic sports, and was one of the leaders of Springfield high school in long and high jumping. November 15, 1881, he first attempted to ride a friend's bicycle. Three days later he rode to his uncle's

and return, a distance of thirty miles, using a machine made of a carriage wheel joined to a small wheel with a piece of gaspipe and having an iron saddle. Ten days later he visited his brother in New Haven, a distance of sixty-eight miles by road, riding a forty-eight-inch Standard Columbia, occupying fourteen hours on the road. He has since made the same journey in five hours and twenty minutes, and has ridden 100 miles on the road, straightaway, in twelve and a half hours.

In April, 1882, he entered his first fancy riding contest at Worcester, Mass., winning first prize, a gold medal valued at \$75. The next contest was at the first annual tournament of the New Haven, Bicycle Club in October, 1882, winning first prize, a gold medal, in competition with D. J. Canary. This closed his fancy riding, as Mr. Hendee now turned his attention to racing. His first race was on July 4, 1882, at Springfield, Mass., two miles, and won in seven minutes and twentyseven seconds. He was then fifteen years old and rode a fifty-four-inch Standard Columbia.

September 5, 1882, at Worcester, Mass., was the memorable occasion on which young Hendee became famous, although beaten in three straight heats by Frank Moore, of England.

We then come to the first annual tournament of the Spring-

field Bicycle Club, September 20, 1882, in which Mr. Hendee made the American half-mile record of 1:24 3-4, which is the authorized record to-day. Mr. Hendee was again defeated by Frank Moore in the mile race by a quarter of a second, this being Mr. Hendee's last defeat, with the exception of the one last fall, caused by the accident of the previous day. At New Haven, October 5, 1882, Mr. Hendee won the half-mile ride and run in 2:09 1-2; slow race, 200 feet; five-mile in 18:09 1-2; half-mile, without hands, 1:54—winning four first prizes.

October 20, 1882, he entered his first championship race—one-mile championship of America against L. T. Frye and V. C. Place; time, 2:57.1-2,.

riding a 53 1-2-inch Yale racer. The next race was at the American Institute, Boston, on Thanksgiving day, 1882; two miles, best two in three; time, 6:50—beating Stall, Frye, Burnham and Wattles. We then come to the spring meeting of the Harvard Bicycle Club, May 16, 1883—winning the one-mile race in 3:11 2-5. June 2, 1883, he entered the one-mile championship of America a second time at Mott Haven, N. Y., winning in 3:36. Same day he rode the two-mile championship, winning in 6:49 1-2, riding in both races a fifty-five-inch Rudge roadster. The next race was at Springfield, Mass., July 4, 1883, five miles; first prize, a handsome gold watch; time, 18:27. His

ride a friend's at Springfield, Mass., July 4, 1883, five miles; first prize, a handsome gold watch; time, 18.27. His who dug into the

GEORGE M. HENDEE.

From a photograph by Chauncey L. Moore of Springfield, and engraved expressly for the N. Y. Clipper.

next championship race was won at Springfield, September 18, 1883, ten miles; won in 33:43. This was without doubt the most exciting race ever witnessed, as ten of the foremost riders of the day were entered, and at no time were the men ten yards apart, while every man, at some portion of the race, had the lead. In this race were "Doodle" Robinson, of England, and Frazier, of Star fame. The following account of the last mile conveys some idea of the excitement that prevailed: "The ninth mile was decisive, for Hendee suddenly began to move those black legs more in a way that seemed to make 'the bundle' pause to look at him, and things began rapidly to string out. The crowd saw that the real struggle had

begun, and every man, woman, and child got up and yelled for all they were worth. Hendee crossed the line first, 'Doodle' working hard a yard in the rear, with Jenkins, the Southern boy, a close third. The bell announced the last mile, but the wheelmen didn't hear it for the hubbub of the hurrahing spectators, and some of them, having failed to count the miles, say they supposed they had still two miles to cover. But Hendee and Robinson had counted, and the two were soon several yards ahead, George leading by a length. Hendee set a fast pace, and came to the finish ten yards in front of the plucky young Englishman, who dug into the pedals as freshly as at the start,

Corey pressing him not a yard behind. To describe the effect on the crowd is impossible. Hats, canes, and parasols flew up in the grand stand; old and young men jumped up and down, shook hands, hurrahed and cheered with all their lungs. Hendee, who bore his honors most becomingly, was carried off by his friends. Prize, \$300 gold medal." On the same day Mr. Hendee won the Springfield Bicycle Club's club race, two miles. He also won the twenty-mile race, September 19, 1883, at the same place, in competition with Thos. Midgley, of Worcester, in 1h. 7m. 32 1-2s. It was in this race that Mr. Hendee met with a painful accident, caused by the crowd surging on the track.

At the New Haven races, Mr. Hendee entered the one-mile and five-mile races, October 10, 1883. It was at this meeting that grave doubts of Mr. Hendee's ability were expressed, on account of the accident; but our George was not to disappoint his best friends, and won the one-mile in 2:50 and the five-mile in 15:26 3:4—the last mile was done in 2:56—beating Charles Frazier in each race. Robinson did not appear.

The next and last race of 1883 was the great ten-mile race between Hendee and "Doodle" Robinson for a \$200 medal, in which the champion was again victorious.

Mr. Hendee has won twenty-

eight first prizes and three second prizes, valued at \$2,600. His favorite mount on the road and path this season is the "Sanspareil" roadster and racer. He holds the amateur one-mile record of America in 2:50, besides numerous other records, and is in prime condition for the season's work, and will without doubt give a good account of himself. Mr. Hendee has always been an active worker in the Springfield Bicycle Club, and considerable of the club's success is due to Mr. Hendee's energy and untiring efforts in its behalf.

The club feels proud of his achievements, and a life-size painting of Mr. Hendee adorns the club rooms. He is the acknowledged pet and pride of Springfield.

#### Items of Interest.

Go to

Philadelphia

June 17, 18, 19, 1884,

Grand Bicycle Tournament.

A club is to be formed at Danvers.

The Rutland Bicycle Club's skating rink will cost \$10,000.

Her Majesty the Queen of England has been a tricyclist for two years past.

The Marblehead Club is to have its annual dinner and election of officers at the Revere House, Lynn, May 21.

The Liverpool, Eng., meet, which is usually one of the largest held in the world, will this year occur on June 14.

"The Wheelman's Hand-book of Essex County" has just been issued by George Chinn, of Marblehead, and Fred E. Smith, of Ipswich.

Col. Pope engaged counsel at his own expense, to appear before the Kentucky senate and defend the rights of wheelmen in the State.

The best time for a wheelman around the Chestnut Hill reservoir is 3 minutes 29 seconds, made by H. D. Corey, of the Massachusetts Bicycle

The League of Essex County Wheelmen is to hold its annual meet at Salem, on Friday, May 30. The Salem Club will have charge of the arrange-

The Detroit Bicycle Club will start July 13, on a seven days' tour in Canada, traveling 315 miles and visiting London, St. Thomas, Sarnia and other

From a census recently taken in Canada of all those engaged in athletic sports, it is learned that the number of bicyclists and base-ballists is ex-

The Trojan Wheelmen now number 50, some of whom were the pioneer bicyclers of Troy. Some 20 members will attend the L. A. W. meet at Washington.

The Cleveland Athletic Park Company has been incorporated with a capital stock of \$6,000, in shares of \$10 each, and will build a quarter-mile asphalt bicycle track.

The greatest distance ever ridden on a bicycle without dismounting is 230 miles, 469 yards. The feat was accomplished by Higham at Agricultural Hall, London, March 18, 1880.

The sociable record for lady and gentleman was broken April 12 by Mr. R. J. Nicholl and Miss H. A. Whittington, who made 120 miles in 18 1-2 riding, and 23 consecutive, hours.

Fred Wood, the professional champion bicyclist, recently under the weather, is again in training on the Crystal Palace track. He hopes to be able to accomplish 21 miles within the hour this season.

The Salem Club is to have an exhibition at the skating-rink on Wednesday evening, April 30, when Harry W. Tufts will perform his latest tricks and several slow and obstacle races will take place.

Probably the youngest expert bicyclist in the country is Master Lee Richardson, who, besides being able to do a variety of fancy tricks, manages to travel over the ground at a very lively gait for one so small. He is four years old, and recently

Some of the London newspapers are distributing their papers to the newsboys by a tricycle. It is said that a man with a tricycle can get about much quicker than with a horse and small cart that have been formerly used for distribution.

A gentleman in delicate health visited Dr. J. S. Aitken, one of the most eminent physicians of New York, who, after examining the patient, gave him the following prescription: "Bicycle ridingschool once a day until cured."

Maj. Knox Holmes, 78 years old, rode from Croyden to Brighton and return, thence to Mustham, 7 1-2 miles, and return, April 5, on the front seat of a Humber tandem, covering 101 miles in 10h. 45m. riding, or 12 1-2 hours total time.

The 20-mile championship at Leicester on Saturday, April 12, was won by Howell, by eight yards, in 1h. 5m. 34s., Duncan second, Lees third, and Keen fourth. Owing to the swarming of the crowd on the track, Keen was thrown violently and sustained several bruises and cuts, though not seriously injured.

The bicycle trip of Woodside and Morgan from New York to San Francisco, a distance of 4,800 miles, is a remarkable undertaking. They expect to make the trip in seventy-two days, walking when the roads will not allow them to ride. What a sensation they will make going through the Indian

"A member of the Pittsfield Bicycle Club was arrested one day last week, for riding his machine on the sidewalk. The club propose to defend him and make a test case of it."-Berkshire Courier. This is wrong, boys. It is against the law to ride upon sidewalks, and to defend the wrong will bring bicyclers into disrepute. No club should uphold the wrong, but, on the contrary, see that all have their rights, even if prosecuting a wheelman has to be done in order to protect the rights of pedestrians.-[ED.

The second annual meet of the Boston Ramblers will be held Friday, May 30, on the Boston Union Athletic Exhibition Company's grounds. The following events will take place: One mile race, best two in three; one half-mile race, best two in three; two mile straight away; five mile handicap; ten mile straight away; one mile club championship; two mile club handicap; one mile without hands; one mile tandem; five mile professional. Entries close May 27, to Charles T. Howard, Box No. 4, Boston, Mass.

W. W. Woodside, champion of Ireland, and W. J. Morgan, champion of Canada, are to leave New York, May 1, on a seventy days' cross country bicycle tour, which will require a ride of 4800 miles. Their first stop will be in Philadelphia, where they will give an exhibition. They will also visit Washington, Baltimore, Pittsburgh, Columbus, Fort Wayne, and Chicago. They then go westward to San Francisco, via Salt Lake City, the entire distance to be ridden on the bicycle, except where the roads are too bad, when the men will walk.

The longest distance bicycle road race in Australia, held at Warnambool, Victoria, had many starters, and the handicaps varied from one to fourteen miles. The route was to Terang and back direct, distance seventy-five miles. The time, including stoppages, was six hours 17 1-4 minutes, which is very good, considering that it was raining part of the time, and the roads for a few miles were almost unridable. E. White, first; F. Proudcovered a mile in something less than six minutes. | foot, second; W. Croll, third. The captain of the

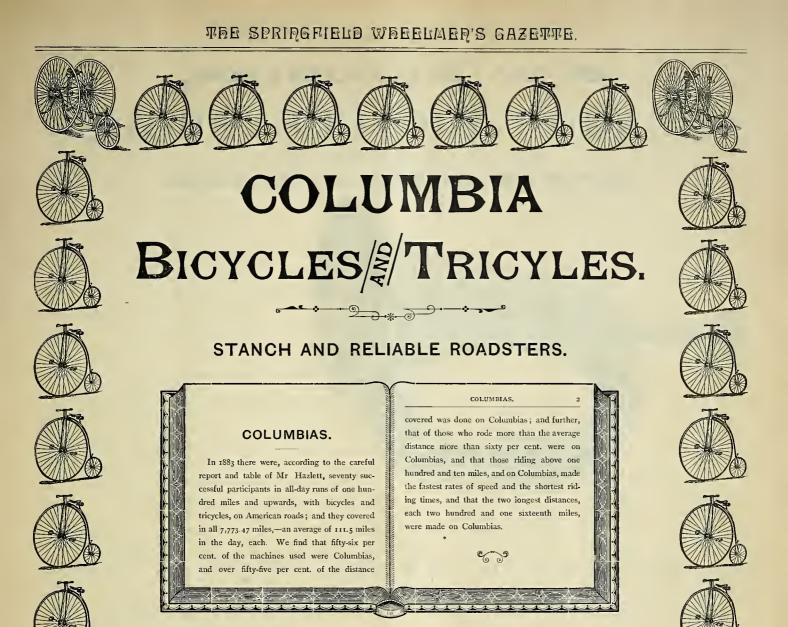
club, M. A. J. Foot, rode the whole distance without dismounting, arriving fourth.

The Connecticut Bicycle Club, on Good Friday, had a road race from the State Capitol to Cedar Hill Cemetery, a distance of two miles, six furlongs, twenty-three rods, and two feet, which was won by Mr. George Leffingwell in eleven minutes and one second, about an eighth of a mile of the course being a good up-hill push. In this race, Mr. Robert F. Way, on whose abilities as a racing man the Connecticut Bicycle Club were building great hopes for this season, and who was just at the little wheel of the winner, owing to a loose tire, got a bad fall near the end of the course and broke his wrist. He is doing well and has by no means lost pluck, but he will not be able to do much on the track probably before the autumn.

It would seem by a case before the police court in Westfield, Mass., that the right of bicycle riders to use the sidewalks must be rigidly respected in spite of the town by-law forbidding bicycle riding on the walks under penalty of from \$2 to \$20 fine. James Hicks, colored, had to pay \$8.50 for pushing a boy off his wheel while riding on Elm street, near the bridge. The boy claimed Hicks intentionally struck him, but Hicks averred that he was not aware of the vehicle coming until it was right upon him. He jumped to avoid it and his coat caught the handle of the machine, throwing the rider off. Evidently the magistrate believed the boy's story rather than that told by Hicks, and found the latter guilty of assault.

#### THE BICYCLE CASE.

There was great interest manifested at Pittsfield Mass., in the case of Harry West who was brought before the district court for riding a bicycle on the sidewalk. Town Clerk Van Deusen read the town by-law which prohibits the riding of bicycles on the walks. Lawyer Wood defended the case, which was a test case, as no such complaint has ever come up in town before. Mr. Wood spoke for about two and a half hours, citing a great number of cases in relation to the right of traveling on sidewalks. He claimed that there was no statute which made the riding of a bicycle on a sidewalk unlawful, and hence the town by-law was not lawful. Mr. Wood claims that the defendant had not committed any nuisance and that, unless the riding of a bicycle on a sidewalk becomes a nuisance, a person had a right to do so. He affirmed that the town by-law was not only unlawful, but unreasonable, and thus held that the defendant should be discharged. The bicycle club "backed up" the defendant, and many of its mem bers were in court. No one for a moment claimed that Mr. West intentionally committed any crime, but it was considered by all simply as a test case. Judge Tucker wished to consider the law points in relation to the matter, and continued the case till Monday, when it appeared that there were some defects in the complaint, and it is not altogether clear that West could be held under the town by-law, as the sidewalk upon which he was riding when arrested is in the fire district, and is under the immediate control of the district officers. The case is a complicated one, and will come up again, as Chief of Police McKenna says he shall have another complaint made out against West, worded with such care that it will cover the case completely, so the lawyers cannot find any defects in it. The bicycle club boys think they have gained their first victory, and they will make every effort to hold the ground secured.



One of the many advantages of possessing a Columbia Machine is that these Machines are made upon the

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and in case of breakage (the best mechanical contrivence, whether bicycle or carriage, is liable to meet with accident), the owner can immediately procure a duplicate part of the Company, or of their Agents, located at all important points.

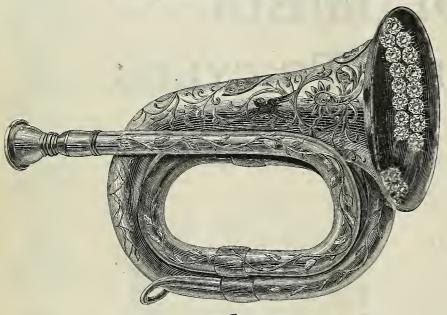


## C. W. HUTCHINS.

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#### SPRINGFIELD, MASS.



Cut of the Bugle won at the Springfield Meet, September 18, 19, and 20, 1883, by the Connecticut Club of Hartford, Conn.

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No. 1.	Bicycle Bugle, in brass,	\$12.00
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No. 6.	Gold plated, finely engraved, with pre-	
	cious stones (same as cut).	75.00

-BRIGHAM & SCOTT,-

## IMPORTERS AND TAILORS.—BICYCLE SUITS.

Makers of the Springfield Bicycle Club Suits.

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I offer special inducements in WATCHES, DIAMONDS, and JEWELRY. Correspondence solicited as to prices, quality, etc.

#### THE STAR RIDER'S MANUAL.

An Instruction Book on the use of the American Star Bicycle. Every Man his own Teacher. By the wheelman who coasted Mt. Washington on a Star.

Buy it, and learn the history of the Star. It contains engravings of the author, and the inventor of the Star. It tells how to become a perfect master of the Star; how to do all of Burt Pressy's trick riding; all about touring, care of the Star, rights of wheelmen; and a lot of other valuable information.

## THE "TOURIST'S DELIGHT."

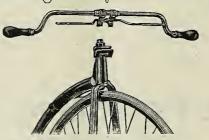
A Filtering Drinking Tub.

No more swallowing dirt, worms, or bugs, or going thirsty for the want of a drinking cup. The "Delight" fills the bill, for gentlemen and ladies.

Price of "Manual" and "Delight," 50c. each, post-paid.

Address the Author and Inventor,
E. H. CORSON,
Lock Box 103. ROCH ROCHESTER, N. H. Sole Agent in New Hampshire for the "Star" Bicycle and Victor" Tricycle, and dealer in wheel supplies of all kinds.

## NO MORE HEADERS



It can be attached by the rider in a moment; is fitted to all makes of machines; is warranted not to wear or work loose; will be sent C.O.D. on three days' trial. Send for Circulars.

LILLIBRIDGE BROS., Rockford, Ill.

## Cyclist's Record Book.

An ingeniously ruled pocket-book for keeping time, distance, roads, weather, etc., while on the road. Each ruled page is followed by a blank page for notes, etc. A book will last an ordinary wheelman a season.

Cloth, 30 cents. Roan, 50 cents.

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From Ten Dollars to Eight Hundred Dollars.

Also, a Large Stock of IMPORTED AND AMERICAN WATCHES.

E. A. WHIPPLE,

SPRINGFIELD, MASS. No. 329 MAIN STREET,

#### Among the Clubs.

#### GRAND BICYCLE TOURNAMENT

OF THE QUAKER CITY BICYCLE CLUB.

The Quaker City Bicycle Club of Philadelphia will hold a grand three days' tournament, June 17, 18, 19, when a valuable list of prizes aggregating \$5,000 will be offered, which includes some very costly and valuable prizes, among them a \$750 silver dinner service.

The races will be held afternoon and evening. The club will have the grounds lighted at night with a number of electric lights, which will present a very pretty and novel sight.

The Exposition will be held in a building on the grounds, at which exhibitors will have ample room for displaying their goods. Reduced rates on railroads, hotels, etc., have been procured for visiting wheelmen, full particulars of which will be furnished upon application. The Quaker City Club extends a hearty invitation to all wheelmen to be present and witness this grand and memorable event in American cycling.

#### PROGRAMME OF THE RACES.

#### First Day-June 17th, 1884.

2 o'clock P. M.—One-mile amateur bicycle race, 2 prizes.

One-mile tricycle race, 2 prizes.

Two-mile amateur bicycle race, 2 prizes.

Five-mile bicycle race between Samuel H. Crawford and John A. Green for a fine gold stop watch, valued at \$200.

Ten-mile State championship bicycle race, open only to L. A. W. members, 2 prizes.

Fancy riding, open to professionals, 2 prizes.

#### Same Day-Evening.

8 o'clock.—Ten-mile professional bicycle race, open to all, purse of \$250.

One-mile amateur bicycle race, without hands, 2 prizes.

Half-mile amateur bicycle race, 2 prizes.

Two-mile amateur bicycle race, open to those who have never beaten 3.20, 2 prizes.

Two-mile tricycle race, 2 prizes.

#### Second Day-June 18th.

10 o'clock A. M.—Grand street parade, forming on the track, passing out main entrance to Broad street, up Broad to Chestnut; countermarch down Broad to League Island navy yard; return to Exposition grounds, where parade will be dismissed. Mounted music will head parade.

2 o'clock P. M.—Two-mile amateur bicycle race, open to those who have never won a first prize, 2 prizes.

Five-mile tricycle race, 2 prizes; 1st, a Victor rotary tricycle. One-mile amateur obstruction race, 2 prizes.

Five-mile amateur bicycle race, 2 prizes; 1st, a full-nickeled American Star bicycle.

Two-mile amateur State championship bicycle race, 2 prizes; gold and silver medals,

One-mile tug of war bicycle race, 3 prizes. (Each club contesting will enter three men. The club receiving the highest number will be declared the winner, as follows: First man in counts 25; second man, 23; third man, 21; and so on down to the ninth man.)

One-mile amateur bicycle race, for boys under 16 years of age, 2 prizes.

#### Same Day-Evening.

8 o'clock.—Three-mile amateur bicycle race, 2 prizes.
Five-mile professional bicycle race, 2 cash prizes—1st, \$100;
2d, \$50.

One-mile amateur bicycle ride and run race, 2 prizes.
Ten-mile amateur bicycle scratch race, 2 prizes; 1st, American Club bicycle.

#### Third Day-June 19th.

10 o'clock A. M.—Club drills, 2 prizes—1st, handsome goldplated bugle; 2d, silver bugle.
Awarding prizes to exhibitors:

" " cycling goods, gold medal.
" " finished bicycle, gold medal.

Second prizes, for each, bronze medals.

Medals will be awarded for display of lamps, bells, cyclometers, tool bags, luggage carriers, wheelmen's suits, shoes, stockings, etc.

2 o'clock P. M.—Five-mile amateur bicycle race, 2 prizes.

Twenty-five-mile amateur bicycle race, open to the world, 3 prizes. Grand prize, a handsome hand-chased tea and dinner service, consisting of urn, teapot, hot-water pot, sugar bowl, cream pitcher, slop bowl, butter dish and knife, syrup pitcher, spoon holder, four vegetable dishes, soup tureen and ladle, cake basket, nut bowl, baking dish, pickle caster, dinner caster, water pitcher, goblet and tray, celery jar and large waiter, valued at \$750; 2d, gold watch; 3d, silver watch. (Contestants completing the 25 miles will be awarded medals.)

Ten-mile amateur handicap bicycle race, open only to L. A. W. members, 3 prizes—1st, fine gold (diamond setting) L. A. W. pin; 2d, fine gold L. A. W. Pin; 3d, L. A. W. Pin

Five-mile amateur bicycle race for Philadelphia wheelmen.

#### Same Day-Evening.

7.30 o'clock.—Ten-mile tricycle race, 2 prizes.

Two-mile amateur bicýcle race to those who have never beaten 3.30, 2 prizes.

Fancy riding, open to amateurs, 2 prizes. One-mile consolation race, 2 prizes.

To the club having the largest number of men in the parade and presenting the best appearance, a purse of \$75 will be presented toward defraying expenses at the tournament; \$50 to first; \$25 to second.

To the individual wheelman coming the greatest distance, a purse of \$15 will be presented towards defraying expenses.

Entries will close on Monday, June 9th, 1884. All entries should be made to C. E. Updegraff, Secretary and Treasurer and Business Manager, Broad and Spring Garden streets, Philadelphia, Pa.

The following fees will be adopted:

#### AMATEURS.

All	1-2 and 1-mile events,	-	-	-	-	-	-	-	\$1	each	event.
"	2-mile events,	-	-	-	-	-	-	-	2	44	"
"	5, 10 and 20-mile even	its:	,	-	-	-	-	-	5	46	46
In t	he 25-mile event,	-	-	-	-	-	-	-	10	4.6	"

All races must have at least three men to start, or the number of prizes will be reduced.

#### CHAIRMEN OF TOURNAMENT COMMITTEES.

C. E. Updegraff, - - - Treasurer and Business Manager,
W. A. Goldsmith, - - Chairman Exhibit Committee.
A. G. Powell, - - - "Foreign Exhibit Com.
Geo. W. Adolph, - - - "Reception Committee.
John A. Green, - - - "Racing Committee.
W. A. Goldsmith, - - "Press "
J. H. McGinness, - - "Storage "

The grounds contain eight acres, centrally and pleasantly located, and conveniently accessible from all points of the city, and are enclosed by fence. The Exposition Building is located at the main entrance, on Broad street, and is 236 ft. long and 32 ft. wide, with a centre and three cross halls, each 12 ft. wide. The track is oval-shaped, built of cinder, and is 35 feet wide, 2 laps to the mile, and has been especially built for the races. Dressing rooms for the accommodation of riders will be placed under the grand stand.

#### CAPITAL CLUB.

The rapid growth of the Capital Club in membership has compelled it to move from Le Droit Building, where its headquarters have been for more than two years. The disadvantages of club rooms had long been recognized, and the income of the club warranting the expense, it was decided to procure a house large enough for all future requirements, and to furnish it throughout in a comfortable and even elegant manner. The house see lected (and now held for a term of years, on lease) is at No. 919 G street, N. W., half a block from the Patent Office, and in the very center of the city. It contains four stories and a basement, the latter having a wide entrance from the street, and serv-

ing as the machine room. In the basement, also, is the repair shop, furnished with tools and various appliances for cleaning and repairing machines. The house contains in all fourteen rooms, with gas and water throughout, large bath-rooms, etc. etc. Since the club took possession on April 1, the interior furnishing has been nearly completed. The parlor or reception-room is handsomely furnished. the walnut floor being covered by Turkish rugs, while a fine piano stands in one corner. On the same floor as the parlor is an office room and library, with desks for the secretaries and treasurer, bulletin-boards, etc. Here the executive work of the club is done. On the second floor is the poolroom, containing a fine Collender table, and in the rear a large locker-room completely fitted up. The billiard-room is in the third story, where one of Brunswick & Balke's tables attracts "the boys" nightly. The janitor's rooms are in the rear. With possibly the exception of the Boston Club House, we think we may safely assert that no club in the country is as conveniently and elegantly housed as the Capital.

On the first meeting after the removal the club elected eighteen new members—all riders, making the number of riding members ninety-eight. The limit of active membership (60) was reached long ago, and twenty or more of the associates are awaiting the extension of the limit to seventy-five or one hundred, previous to making application for transfer. The total membership is one hundred and fifteen. The running expenses of the club in its new quarters approximate \$1,500 per year, to meet which its income is much more than sufficient. Applications for membership continue to come in, though great care is exercised in their acceptance.

On Tuesday evening, the 22d inst., the club gave a "house-warming," which was attended by over two hundred guests. The Washington Cycle Club attended in a body, by special invitation. Music, dancing, refreshments, etc., served to pass away the time, and the party broke up at an early hour (A. M.).

Tuesday evenings are known as Ladies' Nights, when an impromptu programme of music, dancing, etc., is provided. Regular club runs are held on Wednesdays and Saturdays, and special drill runs on Tuesdays and Thursdays; and on Sundays a party is usually formed for Cabin, John's Bridge, Marlboro, Mt. Vernon, or any one of the numerous resorts within a day's run from Washington.

The Capital Club is now in its sixth year of existence. Starting with seven members, at a time when the bicycle was a thing to be wondered at as well as feared, it has gone steadily upward, with never a backward step. As a non-league club it has been criticised, abused, and derided as if its attitude toward that much talked-of body, were one of defiance and hostility, instead of friendliness; friendliness, as toward an organization working for the same end as its own—the establishment of wheelmen's rights, and the general growth of the sport throughout our country. The club cannot be affected by adverse criticism—as some of the critics who have been welcomed here can testify.

The fifth annual races of the club will take place on Saturday, the 17th of May. Everything is being done to make these the most successful races the club has ever held, but we have to work against the counter-attraction of the League races three days later. The open events will be a one-mile and a five-mile handicap, and these will afford

an excellent opportunity for those who expect to take part in the League races to get in trim and to learn the track. The game of polo on the Star machine (invented by Rex Smith) will be seen with "its best foot forward" at these races, as the Capital Club has been challenged by the Star Club of Smithville, N. J., and the contest will take place immediately before the races. The Capital team will be composed of Rex Smith and Will Robertson. The prizes will be individual gold medals and a banner for the winning club. The members of the Capital Club are in hopes that many of their friends who expect to attend the League meet, will come early enough to see these races.

THE CITIZENS BICYCLE CLUB of New York held its annual race meeting at the American Institute Friday evening, April 25. About 3,000 spectators were present, and everybody voted the meeting a grand success. The two-mile scratch race was won by Charles Frazier of Smithville, N. J., in 7m. 41s. The one-mile championship medal was won by W. M. V. Hoffman in 3m. 21s. The three-mile handicap was won by T. G. Condon of the Heights Club of Brooklyn in 10m. 18 2-5s. Charles Frazier also won a diamond medal for the fivemile race, time 17m. 9 1-5s. There was a club drill by six members of the Kings County Wheelmen with their lanterns lighted and uniform complete, led by Captain Edward Pettus. Burt Pressy did some fancy riding on a "Star" machine, and the Speedwell Brothers, the champion acrobatic riders, rode all over their bicycle, and did everything but have the bicycle ride them. Professor D. J. Canary also did some fancy riding, and J. R. Mayer skated for the edification of the spectators.

THE CONNECTICUT BICYCLE CLUB, some weeks since, received from the Springfield Club \$100 in cash for being "the best in appearance and numbers" at the September tournament in that city. As the Connecticut Club belongs to the League of American Wheelmen (which does not permit of the acceptance of prizes in cash), the money was returned. Yesterday the club was surprised by the receipt of an elegant French marble clock and side pieces, corresponding to the full value of the prize. The clock is of black marble, surmounted by a bronze eagle, which rests on an ornament of oak leaves and acorns,—a very appropriate design for the Charter Oak city.—Hartford Post, April 19.

THE MERIDEN WHEEL CLUB is in a very prosperous condition, having added about twenty new members this winter. This club is greatly interested, financially, in the new skating rink, which is nearly completed; the rink is 200x90 feet, with a skating surface 132x60, and a promenade fifteen feet wide on either side, with seats for 1,200 persons. The building is fitted up with all the necessary rooms, etc., etc. In addition there is up stairs a hall 90x40. The club will have the use of the hall for drill purposes; also two rooms will be fitted up in nice shape for club rooms. The building is heated by a 40-horse power boiler.

CONNECTICUT BICYCLE CLUB has adopted a handsome badge. The design is of solid Roman gold in the form of a wheel, through which winds a gold ribbon, enameled with the letters "C. B. C., Hartford, Organized October 29, 1879." To the hub of the wheel is attached an oxidized silver wing, radiating beyond the tire of the wheel, producing a beautiful effect in contrast to the Roman gold, of which the balance of the pin is composed.

THE SPRINGFIELD BICYCLE CLUB has chosen these delegates to the Washington meet, May 19 and 20: President Henry E. Ducker, Sanford Lawton, A. L. Fennessy, C. A. Fisk, W. N. Winans, F. W. Westervelt, O. E. Davies, W. C. Marsh, W. H. Jordan, D. E. Miller, M. D. Gillett, H. W. McGregory, and F. E. Ripley. All these delegates will be present at the meet, and about as many other members of the club.

THE BROCKTON BICYCLE CLUB at the annual meeting last month elected the following officers: President, W. M. Pratt; vice-president, W. B. Briggs; secretary, G. W. Loring; treasurer, R. E. Brayton; captain, G. O. Hayward; first lieutenant, H. W. Carr; second lieutenant, C. F. Chivigny; bugler, F. W. F. Demuth; color bearer, C. F. Chivigny; club committee, W. M. Pratt, W. B. Mason, F. M. Buckley, C. F. Chivigny, Ednar Marshall.

SCRANTON BICYCLE CLUB has elected the following officers: President, George Sanderson, Jr.; vice-president, J. W. Pentecost; captain, George L. Mayer; first lieutenant, J. A. Spencer; second lieutenant, George B. Jermyn; secretary, John J. Van Nort; treasurer, F. D. Watts; guide, B. P. Connolly; bugler, Harry Fillmore; color bearer, D. W. Scism; club counsel, E. B. Sturges; executive committee, A. J. Kolp, F. C. Hand, and G. L. Mayer.

THORNDIKE BICYCLE CLUB of Beverly has elected the following officers for the ensuing year: President, L. H. Cole; vice-president, J. E. Wood; secretary, L. L. Dodge; treasurer, Edgar Hunter; captain, J. Elmer Wood; lieutenant, H. S. Williams, and an executive committee consisting of the president, secretary, and treasurer. The club extends a hearty invitation to all visiting wheelmen to stop and give it a call in Commercial block.

THE RUTLAND BICYCLE CLUB'S new rink is 97x175, one story, and is located on Church street, the lot being 127x180 feet. One end of the rink contains wheel and wash rooms, fitted up with lockers and stands for bicycles; the skating surface is 75x140, the floor being of rock maple. The club will dedicate it, July 4, with an exhibition afternoon and evening; in the forenoon the club will hold a 50-mile road race.

THE WALTHAM BICYCLE CLUB has a membership of twenty-six, with the following officers: President, William Shakespeare; captain and bugler, S. Augustus Butler; first lieutenant, W. G. Chamberlain; second lieutenant, Hugh Duddleston; secretary and treasurer, George F. Walters; club committee, Messrs. William Shakespeare, George F. Walters, S. Augustus Butler, B. L. Marsh and E. J. Williams.

THE MIDDLETOWN BICYCLE CLUB, Middletown, N. Y., held its annual meeting, April 24, and elected the following officers: President and captain, Harry C. Ogden; secretary and treasurer, Moses Vail. The treasurer reported the club in a flourishing condition financially. After the usual business was transacted the club enjoyed a spread at the expense of the newly elected officers.

THE TROJAN WHEELMEN have elected the following officers for the ensuing year: President, F. B. Way; vice-president, E. B. McMillen; treasurer, C. E. Wilson; secretary, Frank E. Myer; captain, James R. Torrance; first lieutenant, W. J. Wyley; second lieutenant, George S. Contie; bugler, Frederick Derrick; color bearer, W. L. Gardner; surgeon, R. C. Marshall.

THE NEWTON BICYCLE CLUB has elected: President, Fralon Morris; secretary, C. W. Clapp; treasurer, D. N. C. Hyams; eaptain, J. C. Elms, Jr.; first lieutenant, H. M. Sabin; second lieutenant, J. W. Rogers; club committee, C. L. Clark and P. L. Aubin.

Montreal Bicycle Club has elected the following officers: President, H. S. Tibbs; vice-president, A. T. Lane; secretary and treasurer, J. D. Miller; committee, Messrs. J. G. Darling, J. B. Ostell, W. G. Ross, and W. H. McCaw; captain, J. H. Low; first lieutenant, R. Campbell; second lieutenant, H. Joyce; color bearer, R. Darling.

TROY BICYCLE CLUB has elected the following officers for the ensuing year: President, R. D. Cook; vice-president, D. L. Hamil; secretary, L. Herman; treasurer, John V. Wilson; captain, G. R. Collins; first lieutenant, A. P. Dunn; second lieutenant, J. E. Miller; first bugler, M. R. Kelley; second bugler, F. H. Norris.

THE MARBLEHEAD CLUB is to have an exhibition at the skating rink, Friday evening, May 9. Burt Pressy is to appear, and there will be skating and dancing till midnight. All the neighboring clubs have voted to be present.

THE FITCHBURG BICYCLE CLUB has elected the following officers for the ensuing year: President, W. V. Lowe; vice-president, W. P. Cate; secretary, George A. Wilson; treasurer, C. W. Spinney; captain, I. W. Colburn; sub-captain, G. A. Sargent.

THE TROY BICYCLE CLUB, on account of its rapidly increasing membership, will now move to Cannon Place Hall, one of the finest in the city. The hall is 100x75, with a meeting room 20x35.

HARRISBURG BICYCLE CLUB has elected: President, Charles Small; vice-president, Lewis Tyson; secretary and treasurer, George A. Gorgas; captain, Ed. M. Cooper; bugler, H. L. Brown.

KANKAKEE (ILL.) BICYCLE CLUB—New officers: President, Clarence E. Holt; secretary and treasurer, Frank E. Drake; captain and vice-president, Arthur B. Holt.

THE DETROIT BICYCLE CLUB will start on its seven-days' tour of Canada, July 13, traveling 315 miles. Sarnia, London, St. Thomas, and other cities will be visited.

THE ALBANY BICYCLE CLUB is to erect a club house. This will make the third bicycle club house in this country.

MASSACHUSETTS BICYCLE CLUB has been incorporated, and its stock has been wholly subscribed for.

CHICAGO BICYCLE CLUB has issued 5,000 maps of its tour to Boston, via Niagara.

Capital Bicycle Club holds its annual race meeting, May 16, at Washington.

MARBLEHEAD BICYCLE CLUB has its annual meeting, with a dinner, May 21.

THE NEW BRITAIN WHEEL CLUB holds its annual election of officers, May 6.

CHELSEA BICYCLE CLUB practices club drilling in the Pythian Skating Rink.

THE CAPITAL BICYCLE CLUB will parade on May 20th.

MERCURY WHEEL CLUB is a new institution in New York city.

THE CAPITAL CLUB of Washington has 150 members.

#### X. M. MILES ON A BI.

To the Editor of the Gazette:

The result of the preliminary canvass, which was put in motion at the end of January, for the sake of discovering whether enough demand existed for a road-book called "Ten Thousand Miles on a Bicycle" to warrant my assuming the risks and labors of publication, presents some curious facts. Notable among these is the fact that Springfield, though ranking fifty-fourth among American cities in the number of inhabitants, ranks next to the first of them in the number of subscribers enrolled upon my preliminary list. The columns of your paper, therefore, seem to supply the most appropriate medium through which I may make the first public announcement of the result.

The number of one-dollar subscriptions pledged in support of the book on the 14th of April (the day when I took my final ride on the bicycle whose wanderings the book is designed to describe, and left it with a record of 10,082 miles) was 1,065; and these are distributed in 309 different cities or towns, and represent eight foreign countries or provinces, as well as 34 States or Territories of the Union,-West Virginia, Florida, Mississippi, Louisiana, and California being the only familiar names absent from the list. The State of New York naturally stands at the head, with 54 towns and 216 subscribers, whereof the city and Brooklyn supply 103. Massachusetts has 47 towns represented by 154 subscribers, whereof Springfield supplies 56; Pennsylvania, 34 towns and 123 subscribers, of whom 47 are from Philadelphia; New Jersey, 29 towns and 87 subscribers, of whom 32 are from Newark; Connecticut, 18 towns and 82 subscribers, whereof New Haven claims 23 and Hartford 17; Maryland, 39 subscribers, all but two of whom belong in Baltimore; Michigan, 7 towns and 46 subscribers; Ohio, 16 and 30; Illinois, 11 and 27; Maine, 5 and 15; Rhode Island, 4 and 13; Missouri, 13 subscribers, all from St. Louis; District of Columbia, 12 subscribers, all from Washington. The remaining 21 States are each represented by less than a dozen subscribers, and have an aggregate of 76 distributed among 51 towns, as follows: New Hampshire, 5 towns and 9 subscribers; Kentucky, 5 and 8; Iowa, 6 and 7; Indiana, 5 and 5; Texas, 4 and 5; Wyoming, 3 and 5; Alabama, 2 and 5; Kansas, 4 and 4; Vermont, 3 and 4; Wiseonsin, 2 and 3; Nebraska, 2 and 2; Virginia, I and 4; Georgia, 1 and 4; Minnesota, 1 and 4; and each of the others a single subscriber: Delaware, North Carolina, South Carolina, Arkansas, Tennessee, Colorado, and Oregon.

Of the foreign subscribers, Canada supplies 28, representing 13 towns; and Nova Scotia 27, representing 6 towns. Bermuda sends three names, representing Hamilton, St. George's, and Smiths. England sends four names from London (including that of the British Museum, which very rarely subscribes for a book in advance), two from Coventry, and one each from Redditch and North Shields. Germany is represented by Berlin and Gottingen; Scotland by Aberdeen; Holland by Utreeht; and the province of Victoria, in distant Australia, by four members of the Melbourne Bicycle Club (including the captain, G. W. Burton, who in May last took a straightaway ride of 100 miles in less than 10 hours, doing 47 miles of the journey without a dismount).

The cities or towns supplying the largest number of subscribers rank as follows: New York, 72; Springfield, 56; Philadelphia, 47; Baltimore, 37; Newark, 32; Brooklyn, 31; Boston, 28; New

Haven, 23; Ann Arbor, 20; Hartford, 17; Detroit, 15; Cazenovia, N. Y., 14; St. Louis, 13; Washington, 12; Halifax, N. S., 12; Rochester, 10; Providence, 9; Portland, 9; Morristown, 9; Reading, 9; Scranton, 8; Truro, N. S., 8; Meriden, 8; Chicago, 8; Worcester, 7; Birmingham, Conn., 7; Ardmore, Penn., 7; Rockford, Ill., 7; Adrian, Mich., 6; Peekskill, 6; Harrisburg, 6; Canandaigua, 6; Newburgh, 6; Buffalo, 5; Poughkeepsie, 5; Rockville, Conn., 5; Corning, 5; West Springfield, 4; Portsmouth, 4; Harrisonburg, Va., 4; Montgomery, Ala., 4; West Point, Ga., 4; Cincinnati, 4; Cleveland, 4; Columbus, 2; Louisville, 2; Milwaukee, 2; Albany, 2; Syracuse, 2; Troy, 1. The list is complete as regards towns having more than four subscribers; and the last dozen names are added for the sake of the comparison which they suggest.

The Springfield Bicycle Club, with 54 subscriptions, stands at the head of the list, "by a large majority," for the King's County Wheelmen, of Brooklyn, who take second place, are represented by 22 names, and the Citizens Bicycle Club, of New York, by 21. Then follow the New Jersey Wheelmen, of Newark, 15; Detroit Bi. C., 14; Lafayette Wheelmen, of Baltimore, 13; Halifax Bi. C., Nova Scotia, 12; Pennsylvania Bi. C., of Philadelphia, 12; Connecticut Bi. C., of Hartford, 12; Morris Wanderers, of Morristown, N. J., 11; Massachusetts Bi. C., of Boston, 11; Whirling Wheelmen, of Maryland, 9; Newburgh Bi. C., 9; Cortlandt Wheelmen, of Peekskill, N. Y., 9; Rochester Bi. C., 9; Cazenovia Bi. T. C., 9; Portland Wheel Club, 9; Reading Bi. C., 9; New Haven Bi. C., 9; Ann Arbor Bi. C., 9; Truro Bi. C. (Nova Scotia), 8; Meriden W. C., 8; Scranton Bi. C., 8; Frisco Wheelmen, of St. Louis, 7; Worcester, Bi. C., 7; New York Bi. C., 7; Haverford College Bi. C., 6; Providence Bi. C., 6; Passaic Wheelmen (N. J.), 6; Essex Bi. C. (N. J.), 6; Adrian Bi. C. (Mich.), 6; Washington Cycle Club, 6; Boston Bi. C., 6; Maryland Bi. C., of Baltimore, 5; Philadelphia Bi. C., 5; Missouri Bi. C., of St. Louis, 5; Rockville Bi. C. (Conn.), 5; Rockford Bi. C. (Ill.), 5; Corning Bi. C., 5; Fostoria Bi. T. C., 4; Rockingham Bi. C., of Portsmouth, 4; Chicago Bi. C., 4; Capital Bi. C., of Washington, 4; Cincinnati Bi. C., 4; Cleveland Bi. C., 4; Amherst College Bi. C., 4; Germantown Bi. C., 3; Stamford W. C., 3; Boston Ramblers, 3. The whole number of subscriptions contributed by these 50 clubs, which include all on the list supplying more than two, is 435.

In explanation of many of the curious contrasts shown by these classifications of the first thousand subscribers, it should be remembered that they represent only a preliminary canvass, which has been conducted with vigor by the wheelmen of some few localities, but which has for the most part been allowed to "run itself." When 2,000 additional names shall have been secured, by a systematic effort to bring the merits of the scheme to the attention of every wheelman in America, and the leaders of the pastime in all parts of the world, the prominent clubs and cities will doubtless be more evenly represented. I do not expect that, when I really compile and print my appendix of 3,000 subscribers' names and residences, I shall be obliged, as I now am, to accredit as many to the capital city of Nova Scotia as to the capital city of the United States; or to place the little town of Cazenovia, with its less than 5,000 inhabitants, ahead of thirteen of our cities that boast of more than 100,000. Likewise, though I have an assurance of considerable additional support from Australia, I do not expect that the Melbourne Bicycle Club will be handed down to history on an equality in that respect with the clubs of Chicago, Cincinnati, and Cleveland; nor yet that these other well-known clubs, which carry the names of cities like New York and Boston, will retain their present positions, considerably in the rear of the Truro Bicycle Club, of Nova Scotia.

The fact simply is that, whenever a club-man interests himself in my project, and explains the significance of it to his associates, he easily persuades all of them who really care for riding that they must "bear testimony" to the extent of a dollar by ordering their names inserted in the appendix of my projected road-book. For instance, there is Captain Zacharias, of the New Jersey Wheelmen, who has not only secured about all his own club for me, but a good share of the other club-men, and the unattached riders, and the hotel-keepers of all the region around,-sending nearly fifty names altogether, with a promise of more. As his own name will of necessity stand at the very end of the 3,000 (which would already be pledged to me had other helpers been as efficient), I must get the better of alphabetical considerations by giving it the place of honor now. The secretary of the King's County Wheelmen, Mr. Loncks, made his effective canvass for me within ten days of when I called his attention to the matter; Mr. Stadelman, of the Philadelphia Club, quickly pledged twenty names for me; Captain Mealy, of the Lafayette Wheelmen; Mr. S. Dorion, of Cazenovia; Mr. H. Temple, of Halifax; Mr. D. C. Hasbrouck, of Peekskill; and Mr. T. Joslin, of Newburgh, may also be mentioned as having made a practically clean sweep of all the men within their reach: though there are a hundred other helpers, whom I cannot now stop to thank except in a general way, who have manifested an equal enthusiasm in ensuring the success of the book.

At present rate of progress, I can hardly hope to have the needed 3,000 names secured before September. I remind all intending patrons, therefore, that "he doubly gives who gives quickly." Each advance pledge to send me a dollar on publication day will be worth more to me than two copies purchased after publication.

KARL KRON.

The University Building, N. Y., April 30.

#### C. T. C. MEET FOR 1884.

The second annual meeting of the American Division of the Cyclists' Touring Club will be held at Poughkeepsie, New York, on Wednesday and Thursday, May 21st and 22d. On the first day the business meeting will be held. There is considerable business of importance to C. T. C. members to be disposed of. Preparations are being made to "dispose of" other things as well, for a banquet at the Morgan House, will, doubtless, demand the attention of many on Wednesday evening. On Thursday the C. T. C. annual parade and run will occur. Poughkeepsie is noted for its good roads, splendid scenery, and numerous places of interest. The members of the Ariel Wheel Club are arranging a "line of march" that will include many of the points of interest. Every effort is being made to make the meet an attractive one, and of interest to the wheelmen attending. All wheelmen visiting the city will be welcomed by the local club, whether C. T. C. members or not. It is suggested, however, in order to insure proper reception and accommodation, that gentlemen expecting to visit the city, "on wheels,"

should communicate with George W. Halliwell, Consul C. T. C., at Poughkeepsie, or with Chas. F. Cossum, chairman of committee on banquet and entertaiment, Poughkeepsie, at their earliest convenience.

Mr. A. J. Wilson ("Faed"), writing from London on April 15, to Karl Kron, concerning "Ten Thousand Miles on a Bicycle," to which he is a subscriber, says: "If you can do so, I wish you would write up the coming camp meet and races, at the Alexandria Park, in the press. It will be in imitation of the Harrogate and Springfield, and promises to eclipse both. I should like to see a really large party of Americans here. The Park is close to London, and consequently much more accessible than Harrogate. The racing track is a good gravel one, not an A I sand-papered cinder path, but just such a good hard gravel track as will be most likely to enable good fliers to hold their own against our best men, who can do nothing except on a cinder path.

CYCLING IN RUSSIA.—In the year 1880 there was but one cyclist in Russia. The next year there were four, but during the following year the number was again reduced to one. However, the year 1883 had scarcely dawned when cycling began to look brighter, and in a few months a club was formed at Moscow and the governing rules sent for approval to the minister of the interior. During that summer the first bicycle race meeting ever witnessed in Russia was held at Moscow, and was in every way a great success, being attended by some 20,000 spectators. Several other race meetings of minor importance were held during the same year, the majority of which were won by Mr. J. Block, of Moscow. Two tours were also indulged in, the first being from Moscow to Troltza Sergei, a distance of some fifty miles. The other tour was somewhat longer, and was from Moscow to Tver, an ancient city, distant about 115 miles. The bicycle was such a novelty to the inhabitants of some of the towns the tourists passed through that they were frequently mistaken for genuine gods, and treated as such. Moscow wheelmen have been granted the use for practice-riding of a large military hall measuring 560x147 feet, and supposed to be the largest open hall in the world. The police authorities have always been exceedingly lenient with the cyclists, and have granted them full permission to ride in the streets and parks. Agencies for the sale of bicycles and tricycles are also being rapidly established in the country, and cycling in Russia now appears to have a very brilliant prospect before it.—Boston Globe.

SABEN ON "POLES."-At the Newton Club dinner on Saturday, April 12, Mr. H. M. Saben, in responding for the racing men of the club, thus treated the matter of "poles": "Always look up the pole of the track before starting in a race, because some of them are fearfully and wonderfully made. The poles and measurement of bicycle tracks during the past year have caused no end of trouble, and have been the means of our losing all the records which have been made during the past year. It seems as if the League of American Wheelmen, instead of devoting so much of its superfluous cash to the Wheel, which only benefits one man, might turn its attention to the wheelmen, and devote a small part of its funds to the organizing of an expedition to discover some of these lost poles. It has a shining example before Club Tour."

it all the time. The United States has sent expedition after expedition to hunt for the north pole, and apparently the poles of many of our bicycle tracks are no better known. I will admit that the searchers for the north pole have one thing in their favor—the north pole is fixed as regards its relation to the earth, but the more relation a track.pole has with the earth, the less it is 'fixed.' It would, however, reflect all the more credit on the League if it could succeed in finding one of these lost poles."—Boston Herald.

#### SPRINGFIELD ENTERPRISE.

Through the efforts of Mr. M. D. Gillett, Springfield has, within the past four years, builded an agency for the sale of bicycles and tricycles, second to no city in the State, outside of Boston. Mr. Gillett came to Springfield, May 1, 1880, to engage in the rubber business. At that time only one vacant store could be found on Main street, and this, in the Haynes Hotel block, was accordingly taken, being well stocked with rubber goods, which found a ready sale. At the time the store was opened there were only two bicycles in the city, but as considerable interest was being manifested in New Haven, Mr. Gillett was advised by Mr. J. C. Thompson, of that city, to take one machine into his store for a sample, and at the same time to secure a few second-hand wheels to let, so as, if possible, to get people interested. About June 1, Mr. Gillett ordered three second-hand bicycles, and one new one, which he placed on exhibition in his store window, advertising to sell and let bicycles. He did not succeed in selling a machine that year, the receipts for the second-hand machines which he let amounting to only \$40 for the whole season. The expenses for keeping and repairing the bicycles were nearly double that amount. But Mr. Gillett was by no means discouraged; he saw that the interest in bicycling was rapidly increasing all over the country, and was determined to sell more in this city the second year. With this object in view he started with more vigor than ever. That season, 1881, he succeeded in selling thirty machines. In the meantime Mr. Gillett had added the hat to that of the rubber business, and found that his store in the Havnes House building was altogether too small for his growing trade. He succeeded in securing the large store, nearly opposite, at No. 387 Main street, where he conducted the bicycle business on a much larger scale. During the season of 1883 he sold 360 machines. On the 1st of January, 1884, Mr. Gillett found his business growing so rapidly that he resolved to devote his whole time to the interests of the wheel, and accordingly sold out his hat and rubber departments, taking new and commodious quarters at the corner of Harrison avenue and Main street. A large line of bicycles and tricycles of all makes and patterns were put in, and the ware-rooms at once became busy with trade. Twenty-two machines were sold during the month of March, one hundred and three in April, and Mr. Gillett expects to sell 500 during the season of

A three hundred mile tour through Canada to Goderich and return will take place in July under the auspices of the Detroit Bicycle Club. It is the intention of the club to provide a quiet inexpensive 7 or 8 day trip, for local wheelmen who do not care to participate in the more extensive "Chicago Club Tour."

#### THE BICYCLE POET AND HIS BOY.

Come, boy, let's mount our merry wheels,
And forth upon the road;
The very air has virtue in't
To stir the sluggish blood;
Left foot on step—three vigorous hops—
Now jump—ah! that's the mount!
And now the pedals agitate—
Who says we're "no account"?

The scent of flowers is in the air;
The bobolink on the fence
Remarks that, next to airy flight,
This wheeling is immense;
The squirrel sees us—tries a race—
Who'll win it, he or we?
Aha, my boy, he's distanced and
Skedaddles up a tree.

Look out! a rock—ah, that's too bad!
You should have blown your nose
Before you started—why, that bump
Looks like a full blown rose;
Well, never mind—we have to creep
Before we learn to walk;
When once you get your steed in hand,
You'll find he'll never balk.

You say "The poetry's too much";
Too bad! I didn't think!
A new beginner on the wheel
Should never rhyme nor wink;
Your mother'll say I did it—well,
I'm sorry—such a nose!
You've heard my poetry—I shall hear
Your mother's vigorous prose.

E. P. D.

#### WOODSIDE AND MORGAN.

Among the chief attractions at the Institute Skating Rink, Boston, Saturday evening, April 26, were Messrs. Woodside and Morgan, the bicyclists who are to ride from New York to San Francisco in seventy days. They gave an exhibition ride and a two-mile race, appearing first dressed in their riding suits of brown corduroy, with caps of the same material. Woodside rode a fifty-eight-inch British Challenge and Morgan a fifty-two-inch Rudge, and on the handle bars of each a silk flag was attached, bearing the name "New York" on one side and "San Francisco" on the other.

On their handle bars their rubber suits were attached by a luggage carrier, while the multum in parvo bags were strapped to the backbone. After riding around the hall a number of times, they dismounted to don their racing clothes. During the intermission, Mr. H. C. Stumcke, captain of the Boston polo team, rode around the track on a machine several times, and had a friendly brush with Prof. Skinner on skates, which resulted in the latter gentleman's defeat. Immediately after, Woodside and Morgan appeared, dressed in racing costume, and, mounting their Rudge racers, they started out in lively style, with Woodside making the pace. The positions changed several times, but Woodside finished the first mile in 3m. 18s., with Morgan close behind. On the fourth lap of the second mile, Morgan dashed ahead, but on the sixth lap Woodside put on a brilliant spurt and passed him, and, as the bell rang for the last lap, both let themselves out, and after a rapid circuit of the track, Woodside crossed the line, a winner by a few yards. Time, 6m. 36s. Considering the number of laps to the mile and the sharp corners, the time made is very good. After the race, they were each presented, in behalf of the managers, with an elegant bouquet of choice flowers, and the crowd gave them three cheers and a tiger.

The following is a description of the machines ridden by Messrs. Woodside and Morgan, which have been selected after a careful inspection of all

the leading makes: Woodside will ride a fiftyeight-inch British Challenge, made by Singer & Co., Coventry, Eng., fitted with 1 3-4-inch round tires, and finished in Harrington's enamel throughout, with the exception of the bright parts, which are heavily nickeled. Every modern improvement for an all-around roadster is combined in his machine, and it is eminently adapted for touring. Morgan will ride a fifty-two-inch, thirty-four-pound Rudge, made by Rudge & Co., Coventry, Eng. This machine is fitted with the tangential wheels and hollow rims, and, although quite light, it is immensely strong and rigid. Both riders will use Rudge's ball pedals and the Duryea saddle. All necessary tools are attached, and the machines are complete in every particular. They will carry multum in parvo bags, containing extra bicycle parts, waterproof clothing and other apparel, etc. Beyond Chicago they will add a luggage carrier, which will be strapped to the handle bar, and their provisions will be transferred to the multum in parvo bag.

#### SAVED BY A BICYCLIST.

OVERHAULING A RAILROAD TRAIN ON THE WHIRL-ING WHEEL.

"You think me rather young for such a responsible position? Well, perhaps so, for I am nothing more than a boy, being less than twenty years of age. But what think you of this white hair which I have had for four years? It looks strange to one unaware of its origin, and when I call to mind the circumstance that caused it, I only wonder that I am alive to-day."

The speaker, a mere child in appearance save for his white hair, stood with his right index finger and thumb grasping the key of a telegraph instrument which had just ticked off to him an account of a terrible railroad accident. Referring to it he said:

"I have had some trying experiences in my life as an operator. Four years ago I was telegraph operator at a small country station on a southwestern railroad. I had little to do, the dispatches sent and received not averaging more than two a day, and those confined almost entirely to railroad matters. To enable me to leave the office at will, I had attached a large tin cup to the sounder of my instrument, so I could hear my call, 'Q,' from any part of the village. When the south-bound train arrived at noon one Saturday, I hurriedly communicated with the conductor, and learning that he had nothing to send, I prepared to quit my office for the afternoon, as no other train was due until 7 o'clock. Locking the door, I went away, leaving the train standing at the depot, hot boxes detaining it longer than usual. Luckily I did not go beyond ear-shot of my instrument, repairing to a field near by to witness a base-ball game. I frequently left the office for hours, but always kept within hearing distance, the tin-cup sounder enabling me to distinguish my call several hundred feet away. Somehow I had misgivings on this occasion. I had an indefinable dread of some impending trouble. I was so ill at ease that I took little interest in the game. I kept my ears open, expecting for some reason I will not attempt to explain, to be called to the office. Before I had been absent ten minutes, and while the train still stood at the depot, I heard my familiar call repeated in what seemed to me unusually rapid succession. Instead of walking leisurely, as was my wont, I ran to the office as fast as I could, and heard as I entered: 'Hold No. 4 at your station until special going north passes.'

"Involuntarily I glanced out of the window, and saw the train I was ordered to hold disappearing around a curve a short distance away. I was not told at what time the special left the station south, which was only ten miles away, and I saw in my mind's eye the two trains rapidly approaching each other, quickly followed by a crash, screams of pain, and flying debris. Suddenly I remembered, while tearing my hair and cursing my negligence, that No. 4 had to stop at a wood-yard two miles down the road to take on fuel. That would take a matter of five minutes, and if means of conveyance were at hand, I might overtake it and avert a disaster. My first thought was a hand-car, my second a horse, but I did not know if the first was at the station. or the second was to be had in the village. Rushing wildly out of the office, I stumbled over my bicycle. Without a moment's thought, I shoved it out of the door before me, and was on it in less time than it takes to count ten. In my odd moments I had practiced, and had become quite an expert bicyclist. The country road paralleled the railroad for several miles, and the former was down grade the entire distance. I put my whole strength into the effort of propelling the machine, aud had the satisfaction of attaining a speed I had never accomplished before. My hat blew off, and my coat was doffed through fear that it would retard my speed. I got within perhaps fifty vards of the now stationary train, when the engine whistle blew, and the train started up. I redoubled my efforts, and came alongside the rear platform of the last car just as the train was getting under full headway. With a falling side motion, I threw my wheel against the side of the car just forward of the platform, and grasped the hand-rail as it came in reach, at the same time letting go my hold on the bicycle. I caught the bell-cord and gave it one vigorous pull, and as the train came to a halt, I gave the cord three jerks, the signal to back, and fainted. The conductor found me where I had fallen. Suspecting something wrong, he permitted the train to back to the station, getting there just as the special, loaded with the directors of the road and their families, swung around the curve into the station. I had brain fever and came near dying, not regaining my reasoning faculties for five weeks after my terrible experience. But the conductor said my hair was white when he found me on the rear of his train."-Chicago News.

#### WOMEN TRICYCLISTS.

A lady, who has a longing to become a tricycle rider, writes to a provincial contemporary, lamenting that she is debarred from the pastime by a circumstance which might easily be remedied. "As tricycles are now made,"-this is the burden of her complaint—"the extremely ugly appearance cut by the rider while working the machine, either front view or back, is enough to deter any lady from investing in one." There is some truth in this allegation; a feminine rider does unquestionably present an objectionable appearance, unless she is incessantly mindful of the proper ordering of her skirts. But we doubt whether it would be found practicable to engraft on the tricycle "a sort of splash-board in front of the rider and another behind, either rounded or pointed, so as not to catch much wind." This is the plan recommended by the complaining lady, and she further suggests that screens should be made of either cork or basket-work. A practical difficulty would be that one screen would have to come between the rider and the steering-wheel. But the main objection is that the splash-boards, however cunningly designed, must expose a considerable surface to the air, and thus operate to diminish pace. However, as there are no doubt many ladies who would be quite willing to sacrifice speed in the interest of propriety and vanity, it might be worth the while of our tricycle-makers to design a machine to suit their requirements.—London Globe.

There is no reason to believe that tricycling is in any way injurious to even delicate persons. Middle-aged men, with that tendency to degeneration of the muscles into fat, which is one of the dangers of their period of life, will find tricycling assist the heart's action rather than strain its powers. Nearly all chronic complaints will be benefited by this form of exercise. For ladies, I believe it to be especially suitable. The ladies of our royal house have set a good example in this matter to their sisters. The Princess Mary, Duchess of Teck, took the initiative, and her report of the value of the exercise has apparently induced her illustrious relatives to adopt it. Her Majesty recently sent orders to Coventry for two machines for the use of her young granddaughters, the Princesses of Hesse; the Princess of Wales gave her eldest daughter a tricycle for her birthday present last year; the Princess Louise rides a tricycle herself. Many hundreds of ladies have followed the fashion thus powerfully set; and it is to be hoped many thousands more will be induced to do so.—Belgravia.

#### NOT A NUISANCE.

THE CITY ATTORNEY'S OPINION ON THE PETITION

AGAINST BICYCLES.

At the regular session of the city council, of Nashville, Tenn., held Monday, April 28, the city attorney, J. C. Bradford, and the board of public works and affairs reported adversely on the petition asking that the use of bicycles on the streets be prohibited by ordinance. The city attorney's opinion, which will doubtless be put among the League's decisions, is as follows:

"The power of the mayor and city council to enact an ordinance prohibiting the use of bicycles on the public streets of the city, is, to say the least, extremely doubtful. The bicycle is not a nuisance, per se, any more than many of the vehicles in common use, and unless it can be shown that their use constitutes a great danger to the public safety or convenience, it would, in my judgment, be the unnecessary exercise of a very doubtful power to pass an ordinance of the character prayed for in the written petition."

J. C. BRADFORD, City Attorney.

The recommendation of the board of public works is as follows:

"The board of public works and affairs con cur in the opinion of the city attorney, and respectfully recommend that the prayer of the petitioners be not granted."

T. A. ATCHISON, Chairman.

The recommendations were concurred in by the council and the petition rejected.

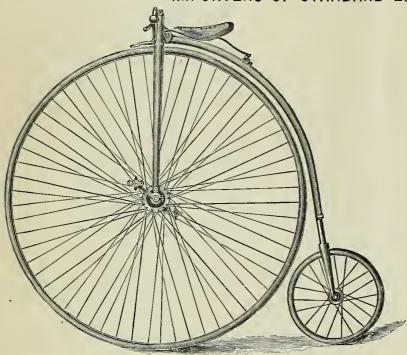
"There's a peddler at the door wants to see you," said a State street boy to his elder sister the other evening, and when, on going down, in some surprise she found her bicycling young man, she asked her brother sharply what he meant by such a story, whereat the youth replied: "Well, he is a pedaler, isn't he?"—New England Homestead.

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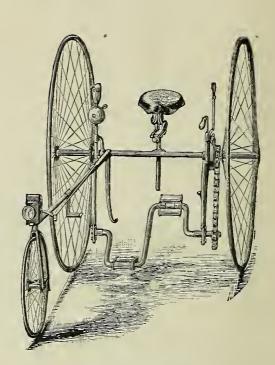


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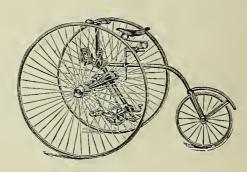
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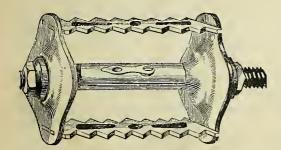
# RIPORIELLE PUBLISHED MONTHLY. A JOURNAL OF CYCLING. PRESS OP SPRINGFIELD PRINTING COMPANY.

Vol. II.—No. 2.

SPRINGFIELD, MASS., JUNE, 1884.

PRICE 5 CENTS.

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We are prepared to make arrangements with any Bicycle Clubs giving Tournaments or Meets in the United States, for the issue of our Score Cards. We will pay liberally for privi-leges. We have furnished Cards at the following places:—

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We have contracts for the following places:-League Meet, Washington, D. C., May 20. Yale Meet, New Haven, May 28. Philadelphia, June 17, 18, and 19.

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I have just won the six-days' bicycle race in this city, covering 889 miles in six days, of twelve hours' daily riding, and rode the entire distance on a Duryea Saddle, manufactured by the Missouri Wheel Company of St. Louis, which Saddle I recommend to all wheelmen who desire ease, comfort, and safety in riding. I shall use no other Saddle in the future. Morgan, who came in second in the above contest (884 miles), also used a Duryea Saddle.

John S. Prince.

#### LOUISE ARMAINDO, CHAMPION BICYCLIENNE OF THE WORLD, says :-

I have used the Duryea Saddle exclusively in all my long-distance riding and racing for the past twelve months, and will say for it that it is the best I have ever used, and would not be without one for its weight in gold. It does not chafe, and, giving a close reach, enables me to ride a wheel two sizes larger than I formerly rode.

THE

# Springfield Wheelmen's Gazette

THE GAZETTE will be published monthly at Springfield, Mass., to contain from sixteen to twenty-four pages, as occasion may require; the number of pages will not be limited, but as we are going to print all of the news, we shall increase the size to twenty-four pages during the wheeling season, thereby giving more reading matter in one month than is generally obtained in most of the weeklies. The GAZETTE will be under the same general management as that of last year, whose aim will be to make the paper attain a higher sphere in journalism than that hitherto reached; it will be national in its character, furnishing the news in a compact and wellclassified form, a firm upholder of the League of American Wheelmen, and an able exponent of the ideas and wishes of gentlemanly amateurs-such a journal will the GAZETTE endeavor to be, and one which wheelmen will look forward to each month with pardonable pride.

The GAZETTE, typographically, will be of the best, being printed from new type and electrotype plates on a fine, supersized and calendered paper, with occasional illustrations of prominent wheelmen and racing men.

The GAZETTE will aim to foster the large tournaments now in preparation throughout the country, and will endeavor to keep wheelmen posted as to the doings of the largest and most successful bicycle clubs, thereby stimulating the smaller and weaker clubs to activity, increasing wheel knowledge and spreading the feeling of good fellowship now existing among wheelmen.

In order to increase the circulation of the GA-ZETTE to large proportions, we have made very low rates, and expect to have an army of cyclists on our list that will be a credit to the wheeling fraternity. Our terms are as follows:

One year, post-paid, Six months, post-paid, - - - 25 cents. 5 cents. Single copies, - - - - -

Advertising rates as follows:

One page, per month, - - - \$30 00 Half page, per month, - - - -Quarter page, per month, - - -

10 00 One inch, per month, - - - -

Bicycle clubs whose entire membership subscribe, per year 30 cents each name. Special rates to agents and dealers. Agents and dealers are requested to keep copies on hand for sale.

Address all communications to the

#### SPRINGFIELD WHEELMEN'S GAZETTE. SPRINGFIELD, MASS.

Make checks and money orders payable to C. A. Fisk, Treasurer.

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#### The following is a list of the Second-Hand Bicycles and Tricycles we have in stock:

One 36-inch Special Challenge, roller bearings to both wheels, excellent order,	\$45 00
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One 46-inch Hecla, bright and painted, fair order, One 46-inch Hecla, bright and painted, good order,	35 00
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One 48-inch English, bright and painted, plain bearings, good order, One 48-inch Standard Columbia, bright and painted, plain bearings, fair order,	45 00
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One 56-inch Sanspareil, full nickeled, excellent order, good as new,	130 00
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One Sociable or Double Tricycle, good order,	135 00
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RODNEY DENNIS, Secretary.

JOHN E. MORRIS, Assistant Secretary.

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# THE SPRINGFIELD

# WHEELMEN'S GAZETTE.

A JOURNAL OF CYCLING. PUBLISHED MONTHLY.

Vol. II.-No. 2.

#### SPRINGFIELD, MASS., JUNE, 1884.

PRICE 5 CENTS.

#### Terms of Subscription.

One Year by mail, post-paid,	-	-	-	-	50 (	ents.
Six Months " "	-	-	-	-	25	44
Clubs, entire membership, per year	r,	-	-	30	cts.	each.

HENRY E. DUCKER, - - - Editor and Manager. Chas. A. Fisk, - - - - Treasurer.

Communications must be in not later than the 20th of each month, to secure publication for the following month.

Address all Communications to The Springfield Wheel-MEN'S GAZETTE. Make Checks and Money Orders payable to Chas. A. Fisk, Treasurer.

Entered at the Post-Office, Springfield, Mass., as Secondclass Matter.

#### SPEAKS FOR ITSELF.

The GAZETTE has received so many flattering commendations from interested readers, that we are obliged to restrain our pride for lack of space to print the cheering words which come from all parts of the country. We are perfectly justified, however, in congratulating ourselves upon the typographical appearance of the paper, for many hands besides ours are engaged in making it what it is. The mechanical work of publishing the GA-ZETTE is done to a degree of perfection which is seldom excelled in any department of the printer's art. The type, which is entirely new, comes from the famous Dickinson Type Foundry of Boston, and, in order to preserve it in its original clean-cut condition, every page is electrotyped and the printing is done from plates rather than from the type. The paper, which is of the finest quality, is furnished by George R. Dickinson & Co., the wellknown manufacturers of Holyoke, the great " paper city" of the world. The electrotyping and printing are done by the Springfield Printing Company, whose establishment is one of the largest and best appointed in New England. As for the editorial work, we can only modestly say, that Springfield has long been known as a nursery of editors and if we are or are not "to the manner born," we are, at least, where we can look on and see how the work is done. We have good facilities for obtaining the news and collating miscellaneous matters of interest to the cycling fraternity. We expect our numerous correspondents in all parts of the field to keep us fully posted on all matters of local importance, such as club meetings, meets, races, elections, etc., and shall be glad to receive from any one with whom we have not communicated directly, such items of news. As we have already stated, our purpose is not especially to "boom" Springfield, but to make the GAZETTE a paper which will be sought for and read with interest and profit wherever wheelmen are found.

#### EXTRAVAGANCE IN RECREATION.

"The tenor of our American life," says the Providence Journal, "may be justly regarded as servility to occupation. Whether the work be manual, commercial, or professional, the strain is everywhere the same. There is no place outside of the social club, or the pleasure resort, where the

man of leisure is not an anomaly. The strain of regular toil is neither harmful nor dangerous; but the tendency is to overwork. It is useless to disguise the fact that overwork is fast becoming the condition of life in America.

'Work—work,
While the cock is crowing aloof;
And work—work,
Till the stars shine through the roof.'

"Now why, it may be asked, has toil become so constant and so overtaxing? We have become extravagant in our dress, equipage, cuisine, houses, —everything. We jeer at the ceramic devotee who urged her husband to strive to live up to the new high-art teapot; but this same striving, widened and made serious, is the Moloch on whose altars are sacrificed the best heart and brain of our new-world life.

"What our thrilling nerves need more than anything else is the soothing quiet that comes from healthful recreation. There should also be a heroic resolve to return to the simpler and less ornate life of the fathers. This extravagance is not needed to enjoy life. Does not the truest enjoyment come from Nature, and is she not always the same? Yet however simple and inexpensive any kind of recreation may be, the moment it is adopted by the fashionable world it becomes expensive. Were not the cliffs at Newport as charming as now when the Ochre Point farm was considered worth nine thousand dollars? What has raised its valuation to millions? Fashion! The views at Bar Harbor are no more attractive to-day than when the French mariner misnamed the mountain; yet within a radius of two miles of the steamboat-landing, are cottages ranging in value from ten thousand to more than a hundred thousand dollars. Is the combination of mountain and sea air any more salubrious on account of the millions expended on places of temporary resort? It is the same in other parts of the country. Fashion has laid her jeweled hands on many of the best places of recreation; prices are raised, and many are excluded.

"Yet the seashore is long, and so are the mountain ranges; there are quiet hill-towns in New England still untouched by the blight of fashionable extravagance. Let brain-wearied workers seek these quiet nooks and enjoy the simple pleasures they afford; but let them not blaze abroad their good fortune, lest the basket phaeton come, followed by the coach and pair, with all their concomitants, to bid simplicity and economy depart."

This very extravagance in recreation, it appears to us, is one of the things which is destined to make cycling more and more popular. The wheelman is freed from the dictates of fashion. He moves about the country as he pleases, and the fact that he cannot carry a dress suit and all the paraphernalia of style with him, liberates him from many social exactions. In his blouse and knee breeches he can make himself at home in any society, if he be personally qualified for it. He learns to enjoy life and the world around him

without its adventitious attractions. He is never compelled to be extravagant. "Quiet nooks" and "simple pleasures" are more easily found by him than by any other class of tourists. His physical exercise gives him an appetite which does not require the luxuries furnished to appease pampered tastes, and his sleep is sound and sweet. In short no form of recreation has been discovered which appeals to common sense more emphatically than that of the wheel.

#### SPRINGFIELDS' GLORY.

The following letter speaks for itself:

EXECUTIVE MANSION,
WASHINGTON, MAY 20, 1884.

My Dear Sir:—The President trusts you will pardon the delay in acknowledging your note of yesterday, and desires me to say that he will be pleased to see the members of the Springfield Bicycle Club and their friends who are with them, at ten o'clock to-morrow (Wednesday) morning.

VERY TRULY YOURS,

FRED. J. PHILLIPS,

Private Secretary,

THE HON. FRANCIS W. ROCKWELL,
Riggs House.

In accordance with the above the Springfield Club invited the officers of the L. A. W. and friends to the number of sixty-two and wended their way to the White House, where they were very cordially received, President Ducker of the Springfield Club introducing the party to President Arthur. The first one introduced was our champion, Hendee, whom the President congratulated on his success and youthful appearance. President Ducker then introduced President Beckwith of the League of American Wheelmen, when the President congratulated him on his success in governing the L. A. W. and remarked that his "highest aim in life was to govern the American nation as successfully and peacefully as he seemed to govern the League of American Wheelmen," after which the rest of the party were introduced one by one. The Springfield Bicycle Club are the first ones, we believe, to have the honor of a special appointment to visit and pay respects to the chief magistrate of the American nation. The officers of the L. A. W. met afterwards and passed a vote of thanks to the Springfield Club for their kind invitation to visit the President, which other clubs had seemed to overlook.

#### WHEELMEN'S LITERATURE.

If one may judge of the character of a class of men, by the literature specially devoted to their interests, wheelmen stand at the head of the list of the votaries of recreation and sport. Perhaps boating or canoeing comes very close upon cycling in this category, for the character of the recreations is the same in each case, one being devoted to pleasant motion upon the water and the other to easy and delightful progression upon the land. The fact that amateur cyclists have preserved an excellent character for gentlemanly conduct, and, from the necessity of the case, must practice so-

briety, has given them a great advantage over some other classes of sportsmen, in the public regard. Their literature also shows them to be, as a class, well bred and dignified men, whose tastes are elevated above mere brawn and muscle. To be sure, it is as easy for wheelmen to be trivial and light headed as anybody, but, as a whole, the papers, magazines, and books devoted to the wheel are vastly superior to such as are devoted to the turf or the diamond field, or to miscellaneous sports.

Taking the periodicals as they lie upon our desk, we find, first, The Bicycling World, of Boston, which has attained the respectable old age of "Vol. IX." The World is a favorite with the fraternity, is newsy, generally spicy, well made up, and always polite and sensible. The Cycle, of Milford, Mass., is a plucky little publication, which seems to hold its own in spite of its proximity to the Hub. Outing and The Wheelman, no longer devoted specially to cycling, has been from the first a magazine which deserves success. Its contents are of the highest class, often rivaling in interest those of the standard literary magazines. The Wheel World, published monthly at London and Coventry, Eng., is the English counterpart of Outing and The Wheelman, but has not attained quite the excellence of the latter. It is an excellent magazine, however, and will be very useful to American wheelmen who contemplate touring in the old country. Here is Vol. I., No. I, of The Yale Cyclist, published by the Yale Bicycle Club, and devoted mainly to local interests. This number is largely monopolized by the advertisers. The Cleveland Mercury, published by the Cleveland Club, and the official organ of the Ohio branch of the L. A. W., is a twelve-page monthly, in pamphlet shape. One of its special features is "road information," in which various routes for wheelmen are sketched, giving the distances, the condition of the roads, etc. The Western Cyclist, published semi-monthly by the Ovid, Mich., Club, and the organ of the Michigan branch of the L. A. W., is a wide-awake journal, which gives the wheel news in condensed and readable form, and puts its editorial comments in a way to do the most good. The Canadian Wheelman is published monthly at London, Canada, as the official organ of the Cyclists' Touring Club, in Canada, and is the only publication of the kind in the Dominion. In character it closely resembles the cycling papers published this side of the line, with a dash of old England thrown in. It has a liberal amount of reading matter, and keeps its eye out for the truth, as, for instance, when it says: "The Springfield Club is noted for the whole-souled manner in which it enters into anything it undertakes." The Cyclist, published weekly at London and Coventry, Eng., is more of a trade journal than any of the American papers. Wheelmen's interests are very extended in England, and the Cyclist is obliged to condense its news sharply. It is mainly devoted, of course, to home matters, but as London is the world's eye, the Cyclist has its lookout over all the world. The Cycling Times is published weekly, at London, and, like the Cyclist, is devoted largely to the trade as well as to the sport, and contains little of general interest on this side of the Atlantic. We do not profess to have mentioned all the publications of interest to wheelmen, but only such as happen to lie before us. All of these show a decided purpose to further the interests of wheelmen rather than any personal ambition, and we wish them all abundant success and prosperity.

#### L. A. W.

The annual meeting of the League of American Wheelmen was held at Washington, May, 19, 20. The officers' meeting was held in Ford's Opera House, at 9.30 A. M., after which the general meeting of the members took place, lasting until nearly 6 P. M. Tuesday, May 20, was devoted to parade and race meeting. The parade was fine, but not up in standard or numbers to either the Boston or the New York meet. The races were well attended and financially successful, clearing about \$500 over and above all expenses. There was very little excitement and, taken as a whole, it was very tame. Of the general results of the meeting as viewed by the leading cycling papers it was a success or a failure.

The Wheel claims the meet was a failure, as no business of any importance was transacted. The Bicycling World is inclined to the belief that the meet was a success every way. That the meeting was a failure as far as being of any special benefit to wheelmen at large, we think no one will deny. It was a success only as a promoter of harmony and the creating of an era of good fellowship, which bids fair to go to pieces at an early date. There was too much cut-and-dried business about the meeting to suit most wheelmen; yet, notwithstanding, the members reposed the most implicit confidence in the officers, and supposed, according to promises made in meeting by some of the officials, that we were to expect great things, but oh! what is the result? The sense of the meeting was fully demonstrated on some points and left to the officers to carry out the wishes of the members, but before some of the members had reached their homes, the officers, regardless of the wishes of those who placed confidence in them, did the very opposite; in fact, the Ring carried out the programme laid out before the meet and outlined by onc of the officers at the informal meeting Sunday evening. Every action of the board has been governed by the same element, the plans of which were laid long before the meeting.

That there is a growing distrust in the management, few will deny. Old members are deserting the League and new men, who are ignorant of its doings, are joining the ranks, which helps to keep up the number.

The Missouri State Division has set a noble example which other States could follow with good results. At a meeting held on the 20th they voted to withdraw from the League and form a separate organization. That it will be productive of great good we can testify, as for an example of good government witness the prosperity of the League of Essex County Wheelmen, which has done more for this State than the L. A.W. has or will, in the next ten years. At the regular monthly meeting of a number of prominent clubs, the first week in June, action will be taken on the question of continuing in the L. A. W., with disastrous results we fear.

The oft-repeated question is asked, "Of what good is the L. A. W. to wheelmen?" and it grows harder to answer every day. Wheelmen can see no benefit, but, on the other hand, see a few men run the League regardless of the wishes of its members.

Gentlemen of the L. A. W., we have a noble organization, one in which we should take great pride. We see it liable to go to pieces from inactivity on the part of its members. Let us cling to the League and overthrow this utter disregard of the officers for its members and at the next meet elect such men as will command the respect and confidence of all wheelmen. There is no rea-

son why the L. A. W. should not outstrip the C. T. C. in two years at most. Only one thing is needed to obtain such a result, i. e. action. Our present officers were elected for their good qualities, of which they have many, but the truth is they are simply the tools of others, doing as they bid without a thought—a statement hard to make but easy to prove.

That we need a national organization is apparent to every one. Founded on the governmental principles of all governments, we should have our local bodies, state governments, and a national body to govern all. We should have no national meeting, but every State should have its state meeting, consisting of parade, business, etc. Then let the state meeting elect representatives to the national body, who would have power only to make such rules and regulations as a national body should require, racing rules, championship, etc., each State to govern its own, and the local clubs to have charge of city and town affairs; the local clubs to make no rules to conflict with the state rules and in turn the State none to conflict with the national body; the representatives to the national body from each State to have all expenses paid, and to devote all their time to ensure correct legislation. When there are two or more clubs in one city they shall choose by vote the consuls for the city or town where they reside. In this way we should have a working body in which all wheelmen would have ' an interest, the state meets each year would serve to keep the interest alive, and the L. A. W. would be a powerful organization devoted to the best interests of the cycling fraternity.

#### WATCH VS. BICYCLE.

SOME CURIOUS COMPARISONS.

The balance wheel of a quick train watch makes 5 excursions (vibrations) every second, 300 per minute, 18,000 per hour, 432,000 per day, which gives us the enormous sum of 157,680,170 per year.

Each vibration of the balance of a properly constructed watch consists of I I-4 revolutions. If a bicycle with a 60-inch wheel was propelled at this rate, the rider would cover a mile in 53 3-4 seconds, nearly 67 miles per hour, more than I,604 per day, or \$86,716 I-2 miles per year.

Now just pause a moment, and think what condition your wheel would be in if you attempted to ride it 586,716 1-2 miles without occasional repairs, or even fresh oil. Yet this is precisely what is expected of a watch. It is to be hoped that wheelmen will have more respect for their watches after reading the above.

The smallest screw in a watch has 220 threads to the inch and is so minute that the threads are not visible to the naked eye. Indeed, one can hardly be distinguished from a speck of dirt except by using a powerful magnifying glass.

Now if we convert our 60-inch wheel into these tiny screws, of which it takes 253,440 to weigh a pound, we shall have 13,939,200 screws worth about \$130,000. Let wheelmen not complain of the cost of machines hereafter.

But the above is a mere trifle when compared to what the value would be if made up into hairsprings, which, when of the best quality, are worth when fitted to watches \$29,464 per pound. In this case your wheel would become worth the snug little sum of \$1,345,220, and, if the wire used to make these springs was drawn out in one continuous piece, it would take a pretty good rider to travel from end to end in a day, for the distance would be 116 miles.

#### WILLIAM V. GILMAN,

EX-TREASURER LEAGUE OF AMERICAN WHEELMEN.

William Virgil Gilman was born in the city of Albany, Nov. 27, 1857. After residing there four or five years he came with his parents to Nashua, N. H. He graduated from the Nashua High school with honors, receiving the celebrated "Noyes" medal for the best scholarship. The following year he was admitted to Dartmouth College, Hanover, N. H. After attending college a short time, he received an offer to superintend a large paper manufactory at Henniker, N. H., which he accepted and held for three years. He

then came back to Nashua and associated himself with the Nashua Card and Glazed Paper Co., the largest manufactory of its kind in the United States. His position is that of paymaster and clerk. He is one of the board of directors, and is also largely interested, financially, in the concern. He is the son of Horace W. Gilman, one of the wealthiest citizens of Nashua, and who is largely interested in several of the prominent manufacturing industries of that city. He was captain of the Nashua Wheel Club for three years, which place he resigned on account of his official duties. He is a member of the Manchester, N. H., Club, also of the Massachusetts Bicycle Club, of Boston. He was married last August at the summer residence of his parents, at Cottage City, to Miss Lizzie A. Whitney, daughter of Mr. Eugene F. Whitney, one of Nashua's esteemed citizens. They are now very pleasantly situated, and any bicyclist will find their home a most hospitable place to stop.

Mr. Gilman was one of the founders of the Nashua Wheel Club, and for two years was its chief executive head, resigning that position early in 1882, when he was unanimously elected treasurer of the L. A. W. at Chicago, May, 1882. It was here that Mr. Gilman's popularity began. He showed great executive ability, correctness in

all his accounts, and proved himself a genuine man in all his dealings, it being a settled policy that no matter how trivial a letter or postal card came to him, it should receive a polite and full answer; and it can be truthfully said that, during the two years of Mr. Gilman's official career, not one letter was ever received by him that remained unanswered. Before the close of the first year of Mr. Gilman's administration, he was, without doubt, the most popular man in the League; in fact, as some express it, the pet of the League of American Wheelmen. Certainly no man in the L. A. W. ever enjoyed to a greater extent the confidence of the wheeling fraternity than has W. V. Gilman.

At the third annual meet, held at New York in May, 1883, when a new board of officers was elected, no one appeared in opposition to Mr. Gilman for the treasurership, and he was elected unanimously by acclamation, amid rousing cheers. Mr. Gilman continued as the treasurer till February, 1884, when, by appointment of President Beckwith, he also assumed the duties of corresponding secretary pro tem., which added duties that almost compelled him to relinquish his business. Probably at no period in the L. A. W.'s existence has so much work been required of any League officer as was imposed upon Mr. Gilman large the telegraph of the second of t



WILLIAM V. GILMAN.

From a photograph by F. Glenton, Nashua, engraved expressly for The Wheelmen's Gazette.

all this, Mr. Gilman performed his duties faithfully and cheerfully, not even complaining, although it required his constant time and attention night and day. It was this question of work and neglect of business that caused him to decide not to have his name used in connection with any office in the League this year, Mr. Gilman being also a strong believer that no man should be elected to a third term, hence the withdrawal of his name at Washington. Prominent wheelmen and close personal friends waited on him and urged him to let his name be used once more in connection with the treasurership, but it was of no avail. His mind was made up, and what was his gain was the League's loss. At the general meeting in Ford's

Opera House, a hearty and unanimous vote of thanks was extended to him, and three rousing cheers given,—and such cheers as only the throats of lusty wheelmen can give. Mr. Gilman's popularity was always manifested on all occasions where a number of wheelmen were assembled, either for business or pleasure. At the meeting of the C. T. C., the same general enthusiasm was expressed, which shows how well Mr. Gilman stands in other organizations outside of the League of American Wheelmen.

Mr. Gilman was and is a firm believer in, and supporter of, the League; one who takes great pride in its workings, and has ever ready a good word

for wheelmen in search of information on League matters or any subject pertaining to the bicycle. Wheelmen seemed to consider it a privilege to write, asking all sorts of questions, as: what is the best way to build a track? what is Mr. so-andso's best time? please send me a copy of a constitution and bylaws, as we are about to form a club, and a multitude of questions that require considerable time and thorough knowledge of wheel affairs to answer. The amount of business has practically driven Mr. Gilman off the wheel, as previous to his official duties he owned at one time eight wheels. He being progressive, any new wheel was eagerly sought after and bought. In July, 1883, Mr. Gilman presented to the Springfield Bicycle Club his pet marine bicycle, which now floats on the placid waters of the Connecticut, and from its novelty attracts considerable attention while being propelled evenings up and down the river by members of the S. Bi. C.

Mr. Gilman is a life member of the Springfield Bicycle Club, and it can be said to his credit, that no man in the League has done so much for the Springfield Club as the man whom we all admire with profound respect, and whose resignation was accepted with deep regret by the L. A. W. at Washington. He has well earned the rest to which he is entitled. It is the cherished hope and wish

of all wheelmen that his future life may be prosperous and happy, and that he may live to a ripe old age, hearing nothing but good and kind words from past and present wheelmen, who all honor the name of W. V. Gilman.

A prominent English lady tricyclist, regarding the best costume for tricycling, says: "In practice I have found a plain kilted skirt, reaching to the top of an Oxford shoe, of an all-wool Scotch homespun, with a scarf gathered up loosely behind, and a plain jacket body, answer every purpose. Oxford shoes, either buttoned or laced, look well, and do not blister your feet, but on no account ride in boots, if you value your comfort."

#### WASHINGTON HAPPENINGS.

Only a small bed of roses.

The parade was late as usual.

"I came, I saw, I conquered."

They call him "Kenny," and he's a genial fellow.

As a presiding officer, Charles E. Pratt fills the bill.

Oh, if it had been known that those hens were aboard!

The Presidential trio: Arthur, Beckwith, Ducker.

"Lost, strayed, or stolen—A water-cooler cover.

"B. & O. R. R. Co."

Benton, Rust, Martin, Wellman. The big four, and right jolly good fellows, too.

The Washington 'Cycle Club did the work, and the Capital Club the entertaining.

The girls in the 99-cent store took the cake. Ask Charles to show the diamond pin.

How about that special locomotive which M. D. bought—or did he only lease the same?

Six hundred wheels in line at Washington; not as good a showing as at New York in '84.

The summer vacation of certain bank clerks will be spent in Washington. If not, why not?

Who, with one fell swoop of a bolster, brought down the chandelier and broke in the transom?

Five Faciles, twelve Extraordinaries, forty-eight Stars, twelve tricycles; cranks without number.

What did Dumbleton need of a stove and a seven-foot pile of bed clothes in front of his door?

What a chance was lost to immortalize the editors of the leading wheel papers at Ford's Opera House!

The way that Greenfield Hawk scooped down upon and victimized those Southern ducks was a caution.

We hear vague rumors of a club-mash photograph soon to adorn our walls, and wait impatiently meantime.

The joke is on Overman, who in going to Washington did not know his own night-clothes, although used to sleeping cars.

The locomotives used on the B. & O. R. R. are what Eastern wheelmen might term as extraordinary locomotives.

The cheers for W. V. Gilman, the retiring treasurer of the League, made the walls of Ford's Opera House tremble.

Those Washington belles were too much for the club secretary, and one of Springfield's banks came near losing a teller.

On Monday night, May 19, at Washington, the bicyclists gave a novel parade, each wheelman carrying a Chinese lantern.

That pretty little bow and scrape just before and just after shaking hands with the President was just too awfully sweet for anything.

Some of the boys were heavy betters, and losers, too, at Tuesday's races. Washington belles the winners. Go lighter next time.

Lost—A gold L. A. W. pin, with ruby setting, bar attached, and engraved thereon "No. —." May it in due time be found.

The members misunderstood the motives of Frank Egan's motion at the L. A. W. meet, but all is well that ends well, and Frank is happy.

The youngest man in the Washington Cycle Club is also the tallest and heaviest man, weighing about 220 pounds and riding a sixty-inch wheel.

Judging from a tintype we have seen, the Springfield Bicycle Club has in Washington three new members; at least so the badges would indicate.

Ingredients of St. Marc beds: Crackers, tacks, sugar, water, ice, sliced lemon, orange peel, banana mashed—all good in their respective places, but not conducive to sleep.

Happy, smiling Bismarck! He started to paint the town red; but we question whether the red could have been a deeper hue than that of his face after the twelve-mile parade.

Our genial Jensen still holds the palm. In Washington five plates sell for \$4. We do not vouch for the truth of this statement, but he who makes it is an innocent-looking person.

Proprietor of the St. Marc to occupants of No. 19: "Gentlemen, the housekeeper says there is unnecessary noise here." Figure at door (full dress): "I think not, sir. Some mistake. Next door on the left."

What was the matter with the man in charge of the Mt. Vernon poultry? Why, when examining the contents of his carpet-bag preparatory to taking a "smile," did he suddenly drop on the floor all of a heap? Carpet brigade, speak out!

We can see the gleam of his excited eye still, his face aglow with beads of perspiration, as he jumped nimbly on the seat and called out: "Oh, boys! here comes a regular *dude*,—the pretty little darling! Give it to him, boys; now, *give* it to him!"

The most noticeable feature in the League parade at Washington was the entire absence of dudes, so called, i. e., there were no fancy red, blue, and flashy suits, but all had on neat black or gray uniforms, which was in strong contrast with parades of two years ago.

Two large photographs of the wheelmen were taken at the League meet. One of the procession as it came up the avenue, taken from the portico of the treasury building, the other a tasteful grouping of the League previous to dismissal at the Arlington.

Was it carelessness or embarrassment that caused ye secretary to drop the sun-shade of the fair unknown, while vainly endeavoring to clutch his cap on passing a row of Springfield boys at the races? And why did the audible smile of glee pass round?

The Springfield Bicycle Club has organized a "carpet brigade," which, working in unity with a similar organization from the New Haven Bicycle Club, will guarantee to prevent any sober man from walking the car aisle in a bee line, even when not in motion. Try it. Lots of them did.

Wheelmen felt perfectly at home in Washington with their knee-breeches. Go to the Capitol or art gallery and there you will see paintings and statues of our illustrious forefathers and defenders of our glorious nation and all clad in *knee-breeches*. Our old friend, George W., wore the suit of the New Haven Bi. Club.

Advertisers in cycling papers should be careful about withdrawing their ads. from "Wheel" papers or they may be subject to sharp criticisms of which the following is a sample: "Through the kindness of Wm. C. Scribner, the use of a new Victor tricycle was tendered us during the meet. Unfortunately the trike did not fulfill our expectations, and broke the first day."—The Wheel.

The whole trip naught bu, a continued round of fun, frolic, pleasure, sight-seeing, and good riding. May the memory of those streets live long with us. May the recollection of those hours of wild fun drive away for months that dread disease, the blues. May the pleasure again be ours of silently rolling over the asphalt, or spending social hours with genial wheelmen, or even indulging in a quiet smoke on some door-step with a "fair unknown" for a companion, while the moments glide too swiftly.

It is a sorry sight to see a man, who, on account of his natural ability or strenuous wire-pulling by his friends, has been chosen by fellow wheelmen to work in co-operation with leading spirits, and from whom everything that is good and noble may be demanded and is expected, arise in a large gathering of wheelmen, where every occupation is represented from the mechanic to the man of literary attainments, and without regard to the feelings of the soberly inclined (to say nothing of the divine present) make a conceited boast of his infidelity and ignorance of the Scripture: a remark intended to be witty, but which wretchedly failed in its mission: a sentiment that did not provoke even a smile on the faces of friends, but caused a look of pain and regret to spread among those who do believe in such things.

The Washington Cycle Club which worked so hard and through whose kind invitation the L. A. W. has just had one of the most enjoyable meets since its organization, was organized March 31, 1883, and now has a membership of 32, and bids fair to soon overtake some of the older clubs. The push and enterprise displayed by so small a club, coupled with the fine style with which the enormous amount of work incumbent on a large gathering was accomplished, is a credit to cycling and speaks well for the Washington Cycle Club, the present officers of which are as follows: President, M. J. Wine; vice-president, E. T. Pettingill; secretary and treasurer, E. J. Putnam; captain, J. J. Brereton; lieutenant, T. A. Newman, and chronicler, Rev. L. H. Schneider. The leaders in the grand work accomplished were Rev. L. H. Schneider, who is a fine talker, hard worker, and a genial man withal, seconded by F. H. Pelouze, who was ever ready and left no stone unturned for the comfort or information of visiting wheelmen. E. T. Pettingill and Amos W. Hart must also come in for their share of the credit, backed by the members of the Washington Cycle Club, who have strong hopes of making Washington the permanent meeting place of the League of American Wheelmen.

#### THE FUTURE OF TRICYCLING.

For a long time we have been convinced of the great future of tricycling in this country. To-day our convictions are firmer than ever that the three wheeler is taking a firm hold upon the public. Everything indicates how great a want the tricycle is filling. All our dealers report many sales, and look forward to doing a good business in that line of machines. The roads give conclusive evidence that the tricyclists are increasing with great rapidity. We scarcely ever are out on our bicycle without meeting one or more tricyclists. While there doubtless exists some prejudice against the tricycle, it is fast dying out, and each day brings us information of some converts. The introduction of tricycles is a good thing for the trade, and it is a better thing for the sport.—Bicycling World.

# STODDARD, LOVERING & CO.

No. 10 MILK STREET,

- BOSTON, MASS.

ARE THE LARGEST IMPORTERS OF BICYCLES IN THE UNITED STATES.

SOLE AGENTS FOR

# THE BRITISH CHALLENGE.

SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone, 1\frac{5}{8} x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with 4\frac{1}{2}-inch centers; Patent Challenge Spring; Gun-Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; \frac{7}{8}-inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks; Parallel Bearing Hancock Rubber Pedals.

#### PRICE:

50-inch, Enameled and Nickeled,

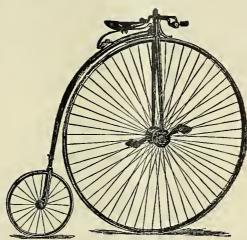
\$136.50.

Nickeled except Felloes,

\$146.50.

Full Nickeled,

\$154.00.



Remember, we carry by far

#### The Largest Stock

Of English Wheels in this country.

Also, that we can supply the

Parts of Our Machines

From Stock.

# THE RUDGE LIGHT ROADSTER.

The only ordinary Bicycle that has ever been ridden up Corey Hill. This necessarily put a fearful strain upon it, but nevertheless not a sign of the rough usuage was visible. Weight of a 52-inch, ready to ride, 34 pounds. The League Championship for 1883 was won on this machine, and a mile has been timed on it in 2m. 53 sec.

SPECIFICATIONS.—Unequaled Adjustable Ball Bearings to both wheels; Round Backbone; Hollow Elliptical Front Forks; Semi-Tubular Rear Forks; Curved Hollow Handle-Bar; Clement's Hollow Felloes; Tangential Spokes; Ball Pedals; Standard Finish; Backbone, Forks, Felloes, and Spokes enameled, other parts NICKELED.

PRICE, 50-inch, \$140.00.

# THE AMERICAN RUDGE.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequaled Ball Bearings to both wheels; *Hollow Elliptical* Forks; Round Backbone; 26-inch Straight Handle-Bar; Humber Head;  $\frac{7}{6}$ -inch and  $\frac{3}{4}$ -inch Round Tires; Gun-Metal Hubs; Direct Spokes; Crescent Rims; Parallel Pedals. Standard Finish; Backbone, Forks, Felloes, and Spokes painted in two colors; other parts nickeled.

PRICE, 50-inch, \$105.00.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

ALSO, HEADQUARTERS FOR

# THE LEADING ENGLISH TRICYCLES,

Send Stamp for the LARGEST and MOST COMPLETE CATALOGUE yet published.

GRAND

# BICYCLE TOURNAMENT AND EXPOSITION

UNDER THE AUSPICES OF

#### THE OUAKER CITY BICYCLE

TO BE HELD IN

## PHILADELPHIA, June 17, 18, and 19, 1884.

PHILADELPHIA, March 31, 1884.

To Wheelmen: -

Under the auspices of the Quaker City Bicycle Club of Philadelphia a Grand Wheelmen's Tournament and Exposition will be held in this city on the 17th, 18th, and 19th days of June next. To make this Meet and Tournament one of the grandest events in the history of American cycling, and one at which wheelmen everywhere will wish to be present, the Club will spare neither pains nor expense. To attain its object the expenditure of a large amount of money is necessarily involved, and the grandest and most valuable prizes ever offered to wheelmen will be presented on this occasion. Within the large and commodious enclosure secured for the purpose there has been constructed a magnificent half-mile track which will be found second to none in its adaptation to the wants of wheelmen. The grounds and track will be brilliantly lighted with electric lights, and the introduction of night races will prove an interesting feature of the event. The races, as will be seen from the annexed programme, embrace thirty events, sanctioned by and under the rules of the L. A. W., and will engage the attention of wheelmen during the three days of the tournament. Prizes, aggregating in value the sum of \$5000, consisting of handsome silver sets, gold watches, bicycles, medals, etc., will be awarded successful contestants. The beautiful prizes in silverware were especially designed and manufactured for the Quaker City Bicycle Club by Harrison Robbins & Son of Philadelphia.

Reduced rates of railroad transportation and special hotel accommodations will be procured for visiting wheelmen and all others participating in the tournament. To all individual wheelmen and cycling clubs a hearty invitation is extended to be present with us and make this a memorable event in the history of American cycling. Under the auspices of the Quaker City Bicycle Club of Philadelphia a Grand Wheelmen's Tournament and Exposition will be held in this city on

history of American cycling.

All letters of inquiry should be addressed to

C. E. UPDEGRAFF, SECRETARY AND TREASURER,

Broad and Spring Garden Streets, Philadelphia.

#### PROGRAMME OF RACES.

#### FIRST DAY-TUESDAY, JUNE 17.

2 o'clock P. M.— One-mile Amateur Bicycle Race, 2 prizes. 1st, large Silver and Fancy Gilt Flower Vase, valued at \$50; 2d, Smoking Set.

2.20 o'clock.—One-mile Tricycle Race, 2 prizes. 1st, Gold Watch; 2d, Silver Watch.

2.45 o'clock.—Two-mile Amateur Bicycle Race, 2 prizes. 1st, hammered Tea Service, including five pieces, and Urn, valued at \$100; 2d, large Silver and Fancy Gilt Cake Basket.

3.10 o'clock.—Five-mile Bicycle Race between Samuel H. Crawford and John A. Green for a fine Gold Stop Watch, valued at \$200.

to o'clock A. M.—Grand Strect Parade, forming on the track, passing out main entrance to Broad street, up Broad to Chestnut; countermarch down Broad to League Island Navy-yard; return to Exposition Grounds, where parade will be dismissed. Mounted music will head

parade.

2 o'clock P.M.—Two-mile Amateur Bicycle Race, open to those who have never won a first prize, 2 prizes. 1st, large Silver and Fancy Gilt Water Set, including Swinging Pitcher, two Goblets and Slop Bowl, valued at \$100; 2d, Smoking Set.

2.15 o'clock.—Five-mile Tricycle Race, 2 prizes. 1st, a Victor Rotary Tricycle; 2d, Silver Pickle Jar, cut-glass.

2.45 o'clock.—One-mile amateur Obstruction Race, 2 prizes. 1st, large Silver and Fancy Gilt Flower Vase, valued at \$50; 2d, Silver and Fancy Gilt Cake Basket.

10 o'clock A. M.—Club Drills, 2 prizes. 1st, handsome Gold-Plated Bugle; 2d, Silver Bugle.

11 o'clock.—Awarding prizes to Exhibitors:

For the finest display of Bicycles—Gold Medal.
First | For the finest display of Tricycles—Gold Medal.
Prizes. | For the finest display of Cycling Goods, Gold Medal.
For the finest display of Cycling Goods, Gold Medal.
Second prizes, for each, Bronze Medals.
Medals will be awarded for display of Lamps, Bells,
Cyclometers, Tool Bags, Luggage Carriers, Wheelmen's
Suits, Shoes, Stockings, etc.

23.—2 o'clock P. M.—Five-mile Amateur Bicycle Race, 2.
prizes. 1st, large Silver and Fancy Gilt Fruit Epergnc,
valued at \$100; 2d, Silver and Fancy Gilt Wine Stand,
cut-glass bottle.

24.—2.35 o'clock.—Twenty-five-mile Amateur Bicycle Race,

3.45 o'clock.—Ten-mile State Championship Bicycle Race, open only to L. A. W. members, 2 prizes. Handsome Gold Medal to 1st; Silver Medal to 2d.

14-25 o'clock.—Fancy Riding, open to professionals, 2 prizes. 1st, Silver and Fancy Gilt Wine Stand, cut-glass bottles, valued at \$50; 2d, Silver and Fancy Gilt Individual Caster.

#### Same Day-Evening.

-8 o'clock.—Ten-mile Professional Bicycle Race, open to all, purse of \$250. 1st prize, \$125; 2d, \$75; 3d, \$50.

#### SECOND DAY-WEDNESDAY, JUNE 18.

SECOND DAY—WEDNESDAY, JUNE 18.

15. 3 o'clock:—Five-mile Amateur Bicycle Race, 2 prizes, 1st; a full-nickeled American Star Bicycle; 2d, Bicycle Lamp. 16.—3.20 o'clock.—Two-mile Amateur State Championship Bicycle Race, 2 prizes. Gold and Silver Medals. 17.—3.40 o'clock.—One-mile Tug of War Bicycle Race, 3 prizes. 1st, large Silver and Fancy Gilt Swinging Ice Pitcher, including Goblet and Bowl, valued at \$75; 2d, Silver and Fancy Gilt Flower Vase; 3d, hammered Silver and Fancy Gilt Flower Vase; 3d, hammered Silver Water Pitcher and Tray. (Each Club contesting will enter three men. The Club receiving the highest number will be declared the winner, as follows: First man in counts 25; second man, 23; third man, 21; and 18.—4.15 o'clock.—One-mile Amateur Bicycle Race, for boys under 16 years of age, 2 prizes. 1st, Gold Watch; 2d Silver Watch.

#### THIRD DAY-THURSDAY, JUNE 19.

open to the world, a prizes. Grand prize, a handsome hand-chased Tea and Dinner Service, consisting of Urn, Teapot, Hot-water Pot, Sugar Bowl, Cream Pitcher, Slop Bowl, Butter Dish and Knife, Syrup Pitcher, Spon Holder, four Vegetable Dishes, Soup Tureen and Ladle, Cake Basket, Nitt Bowl, Baking Dish, Pickle Caster, Cake Basket, Nitt Bowl, Baking Dish, Pickle Caster, Dinner Caster, Water Pitcher, Goblet and Tray, Celery Jar and large Waiter, valued at \$750; 2d, Gold Watch; 3d, Silver Watch. (Contestants completing the 25 miles will be awarded Medals.)

-4.15 o'clock.—Ten-mile Amatcur Handicap Bicycle Race, open only to L. A. W. Pin; 2d, fine Gold (diamond setting) L. A. W. Pin; 2d, fine Gold L. A. W. Pin; 3d, L. A. W. Pin.

-4.55 o'clock.—Five-mile Amateur Bicycle Race for Philadelphia Wheelmen, 2 prizes. 1st, handsome chased Tea

8.—8.45 o'cleck.—One-mile Amateur Bicycle Race, without hands, 2 prizes. 1st, large Silver and Fancy Gilt Flower Vase, valued at \$50; 2d, Silver and Fancy Gilt Individual Caster.

9.—8.50 o'clock.—Half-mile Amateur Bicycle Race, 2 prizes. 1st, Silver and Gilt Nut Bowl; 2d, Smoking Set.

10.—9.05 o'clock.—Two-mile Amateur Bicycle Race, open to those who have never beaten \$120, 2 prizes. 1st, an Expert Columbia Bicycle; 2d, Bicycler's Suit.

11.—9.20 o'clock.—Two-mile Tricycle Race, 2 prizes. 1st, Gold Watch; 2d, Silver Watch.

#### Same Day-Evening.

Individual Caster.

9, 10 o'clock.—Ten-mile Amateur Bicycle Scratch Race, 2 prizes. 1st, American Club Bicycle; 2d, large Silver'and Gilt Cake Basket.

Service, including five pieces, Urn and Waiter, valued at \$175; 2d, large Silver and Fancy Gilt Fruit Epergne, valued at \$100.

valued at \$100.

Same Day—Evening.

-7.30 o'clock.—Ten-mile Tricycle Race, 2 prizes. 1st, large Silver and Fancy Gilt Fruit Basket, valued at \$100; 2d, Silver Cake Basket.

-8.30 o'clock.—Two-mile Amateur Bicycle Race to those who have never beaten 3:30, 2 prizes. 1st, Silver-chased Wine Cooler, valued at \$40; 2d, Smoking Set.

-8.45 o'clock.—Fancy Riding, open to Amateurs, 2 prizes. 1st, Silver and Applied Bottle Holder, valued at \$25; 2d, Silver Flask.

-9.15 o'clock.—One-mile Consolation Race, 2 prizes. 1st, Gold Watch; 2d, Silver Watch.

To the Club having the largest number of men in the Parade and presenting the best appearance, a purse of \$75 will be presented toward defraying expenses at the Tournament: \$50 to first; \$25 to second.

To the individual Wheelman coming the greatest distance, a purse of \$15 will be presented towards defraying expenses.

Entries will-close on Monday, June 9, 1834. All entries should be made to \$ -- 2 p % r

#### C. E. UPDEGRAFF, Secretary, Treasurer, and Business Manager, Broad and Spring Garden Streets, Philadelphia, Pa.

The following fees will be adopted:

AMATEURS.

" 2-mile events, - - - - \$1 each event.

" 5, 10 and 20-mile events, - - - 5 " "

In the 25-mile event, - - - - 10

Five-mile events, - - - - - - \$5 each event.
Ten-mile events, - - - - - 10 " "

All races must have at least three men to start, or the number of prizes will be reduced.

#### Correspondence.

LARAMIE CITY, WYO., May 13, 1884.

Editor Springfield Wheelmen's Gazette:

Bicycling at present, as far as Wyoming is concerned, is somewhat latent, but with the balmy month of June will come renewed activity, and the indications now are that more tours and runs will be made this year than ever before. The grandest item we have to record for the year 1883 is the tour of the Yellowstone National Park made by C. S. Greenbaum, Kirby Sinclair, and the writer, last September, thus securing the great honor of taking the first bicycles into the "world's wonderland." This tour, including a visit to Salt Lake City on our way out, consumed a few days less than a month, and is, we think, one of the best trips yet made on wheel.

The Laramie Club has planned a tour for July, which is to include the principal cities in Colorado, and on which occasion a magnificent time is anticipated. Other tours are spoken of, which shall be written up in their order. We are all waiting anxiously for the arrival of Messrs. Woodside and Morgan, who will pass through our town on their journey westward sometime during the month of July, if fortune favors them. Two of our club are to meet them at Cheyenne and escort them to Laramie, where they will be compelled to remain over night to acquire necessary information concerning roads, etc., in this territory. Will write you upon their arrival here. Wyoming now has forty bicycles, of which number Chevenne has thirty and Laramie ten. All of the wheelmen are members of the League.

W. O. OWEN, Laramie Bicycle Club.

MINNEAPOLIS, May 8, 1884.

Editor Springfield Wheelmen's Gazette:

Cycling is in rather an unsettled state in Minnesota. It is hard to make people believe way up in the Northwest that the L. A. W. can be of benefit. As yet, nothing has come up to trouble the tempers of the wheelmen. The public in this rapidly growing country recognize everything, and mind their own business. In Minneapolis no restrictions are placed upon the sport, and we are allowed sidewalks outside the center of the eity. But the time will come when fast riding in certain parts, sidewalk wheeling, etc., will be regulated.

It is hard under the circumstances to wake up the boys, yet it can be done in time. I am trying to get all the clubs of the State to join the L. A. W., and have set the example by putting in our club first. We are changing the constitution in many respects, and have incorporated the clause making every member a member of the L. A. W. At present it is undecided in regard to our number, and there is talk of forming a new club. As soon as these things are settled we will push the L. A. W. business.

Other clubs are agitating the question, but I have heard nothing definite. If nothing heavy is done this summer, next fall at our state meet there will be a chance for a decided blow.

St. Paul seems to be on the decline in cycling matters. I cannot hear from them one way or another. And yet our secretary resides there. Winona has three or four live men; they are taking action. Northfield will consider the matter. Faribault has a fine club of influential young men. It

would be a great boom to get the boys interested in the L. A. W. These are the only clubs in the State. It takes longer to work up the division than one would suppose. One has to remember that distances are greater here; in fact, Minnesota is larger than all New England.

I hope to give notice that many L. A. W. members may be added before your Washington meet. Sorry the distance and time is such that I cannot have the pleasure of meeting with you.

Yours fraternally,

F. J. RICHARDSON.

CLEVELAND, OHIO.

Editor Springfield Wheelmen's Gazette:

Weather in this section continues most favorable to cycling, the frequent rains alternating with warm, clear sunshine, and making our roads perfect. No long runs have been taken yet, but everything indicates an active season. The Cleveland Athletic Park Co. has been thoroughly organized, with the following officers: J. H. Wade, Jr., president; Fred T. Sholes, vice-president; J. H. Collister, secretary; B. F. Wade, treasurer, with Alfred Ely, Jr., S. H. Freeman and G. H. Potter completing the board of directors. The park is nearly finished; the track being surfaced with fine cinders, and courts graded and sown for lawn tennis. A base ball diamond will be laid out for amateur games, and it is the intention, evidently, to make this a very popular place of resort. Season tickets, admitting to the grounds and privileges, will be issued, and the company stock is in active demand with none obtainable. The Cleveland Club's Washington delegation was small but very select; local affairs and private business combining to detain many enthusiastic wheelmen who feel a want of the opportunity keenly. They expect to make a fine showing at Mansfield, the 28th inst., however. Frank Bowler, owning the first "Star" in this club, takes the same to Europe with him the last of this month. Capt. A. C. Bates of the Ex-Cuyahoga Wheel Club is suffering from a dislocated elbow joint-loose tire, header.

The Forest City Wheel Club is drilling to compete during the August meet; the Cleveland Club drill corps will not enter for the prize. Squad No. 1 holds the prize banner won at the entertainment, April 29. Lieut. Pugh is to be congratulated on the work done by his squad, No. 2; and Captain Sholes and his men must continue their hard work, to meet the Lieutenant next time. A permanent drill squad is to be organized soon.

The May number of the Cleveland Mercury contains much interesting matter, including several "routes" centering here. The editors promise a pro forma programme of the August meet in the next issue, with list of prizes. We hope to see some active competition from noted racers; no pains will be spared to secure this at any rate.

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LANCASTER, PA., May 19, 1884.

Editor Springfield Wheelmen's Gazette:

As your first copy of the GAZETTE did not reach me until a few days since, it was impossible for me to write you earlier, but hope my letter will be in time for your next issue.

All our men have read a copy of the GAZETTE and hail its reappearance in the ranks of cycling literature with delight, and wish you unbounded success in your new venture of making it a permanent institution.

We will subscribe as a club, and I will forward

you the names and subscriptions in a few days. There is a flattering increase in the wheel interest through the city and county this season, as our agent reports. The summer trade has opened up in big shape, and I have particularly noticed a large number of new mounts scratching gravel, in my frequent runs through the country.

The situation of our local club has been very materially changed this season, and, although we have decreased considerably in point of membership, we still retain *all* the qualifications of the successful club.

At the close of the '83 season we found ourselves in possession of a club which, although numerically strong, was wofully weak and deficient in the more essential ingredients of the live, active bicycle club, as it should be. The original projectors of the club scheme, to the number of about six or eight men, can be justly credited with doing all the work from the date of its organization, three years ago, up to the present time. In order to increase the interest in bicycling no applicants for club membership were rejected, and the result was the admission of many very young members, who, aside from the payment of their dues, took no interest whatever in the club or the cause, but on the contrary, by their indifference, were a continual drag to the progress of the workers. Recognizing the necessity for reform in the party, the proposition of disbandment was advanced by the president at our first spring meeting, and carried through by a majority of five votes.

After the sale of the club property and division of spoils, a meeting was called and reorganization effected, consisting of the most active men and all the workers of the old club. We have drawn up a new constitution, but will sail under the old title of the "Lancaster Bicycle Club," but "on a new and original plan." We will be strictly a League club and retain the consul and representative. The following is a list of the officers elected to serve until May 1, 1885: President Dr. E. P. Day; vice-president, John C. Hager; secretary and treasurer, Will B. Youngman; captain, W. Frank Gorrecht; lieutenant, Dr. E. P. Day; color bcarer, F. A. Achey; bugler, captain, pro tem.

Active steps have been taken for the summer campaign, and our annual tournament will be an important feature this year.

With best wishes for your success,

I am yours,

BUDGIE.

#### TO CORRESPONDENTS.

GYPSY.-Your poem, "A Morning Ride," is well mcant, and, if we had time to polish it off a little, we should like to use it. You remark in effect that you and your wheel went roaming with the lark one beautiful June morning over the plain and up the hill to see the sunlight dawning. You gained the height, got off, and gazed upon the scene below, when the morning mists were slow dispersing, kissed by golden glow. You saw hill-top and trees reflected in the silent river, and, back and forth between the trees, you saw the sunlight quiver. The mountain peaks, like burnished gold, were gleaming, and the sunbeams softly touched and woke you from your dreaming. The cottagers were waking up; the birds began to peep, and all the busy, bustling world arose from drowsy sleep. You mount your wheel again; coast down the swift descent, past barnyard brood and lowing cows; you are content, and wind up with some words of praise to the wheel, your joy and pride,

on which 'tis happiness and health and fun for you to ride. This little sketch of the poem will give our readers the main points, and they can saw it off into lengths and suit themselves. Please, next time, send your own name with your communication.

T. R. C. wants to know the best route for a bicycle trip from Springfield to Providence. Will some of our readers answer? And, by the way, we shall be glad to publish brief sketches of wheel itineraries, with distances, quality of roads, etc.

H. F. D.—We do not care to advise you publicly as to what make of bicycles is best. You cannot make a great mistake if you purchase any one of the machines advertised in THE WHEELMEN'S GAZETTE.

GONGS AND BELLS .- We never carry a gong or bell on a tricycle, though always a lamp, deeming the latter necessary for our own safety, as well as that of the public. We look upon cycling as we would on any other form of locomotion on the road, and consider that it is the duty of wheelmen to steer out of any person's way who chooses to be so silly as to walk in the road, and not to "ring" them out of the track. After the experience of the Exmouth schoolmaster, however, we shall certainly go in for the most powerful gong obtainable. A bullock had just gored to death a resident in Exmouth, named Sanders, and was proceeding to attack the cycling schoolmaster alluded to, when the latter sounded his gong. This scared the bullock, and one was scored to the gong. We have once been charged by a bull whilst on a sociable in Cumberland, and don't want the experience repeated.—The Cyclist, London.

A CRIPPLED TRICYCLIST .- For fifteen years the city weigher of Salem has suffered with paralysis in both legs, making it impossible for him to walk unaided, or even to lift his legs, and even with the aid of a crutch it was exceedingly hard to drag himself along. As an experiment he was advised to try tricycling. Incredible as it may seem he became a tricyclist, and can propel his machine as well as many who have the perfect use of their legs. He has sufficient strength to push down upon the pedals, and as one pedal goes down the other pedal lifts the other leg. He rides his tricycle to and from his office daily, and has ridden all over the city, attracting great attention, for he is one of the old pioneer ship captains of Salem, and is personally acquainted with almost everybody in the neighborhood. Recently he made a trip to Swampscott on his tricycle, a distance, out and back, of eight miles, but he was assisted by a bicyclist, who, connecting the bicycle and tricycle by a rope, towed him part of the distance. The city authorities contemplate erecting a little house for the machine near his office.

A QUEER BICYCLE ACCIDENT.—John J. Tuthill of Cutchogue, Suffolk county, N. Y., undertook to ride a bicycle on the stringpiece of the wharf at New Suffolk bay. The joist is only three inches wide. His machine went into the bay carrying him with it. His feet became entangled in the wire spokes of the machine, and he was powerless to help himself. Tuthill's brother and several other young men were on the wharf, and three of them jumped into the water to assist him. While one held his head above water the other two released his feet. He would undoubtedly have been drowned had he not received assistance.

#### News Notes.

Philadelphia next.

Reading, Penn., has the "Star" craze.

Tandem bicycles are popular at Montreal.

Washington is to have a ladies' tricycle club.

An expedition to the "pole": Taking a header.

Rome, N. Y., added thirteen Star riders to its list in May.

Winsted, Conn., with seventeen riders, is to form a club.

June 7, State meet of the Massachusetts division of the L. A. W.

It is proposed to make a direct road for cyclists from London to Brighton.

The Canadian Wheelmen hold their annual meet at Toronto, Ont., July 1.

A tricycle jack has been invented by H. G. Crump of Gloucester, England.

"Pipes of peace" are what the Chicago wheelmen style their social gatherings.

Lamplighters in some parts of England use the tricycle in making their rounds.

H. L. Cortis, ex-amateur champion of England is seriously ill with heart disease.

Polo playing on Star bicycles is becoming a popular attraction at the skating rinks.

The most popular man in the L. A. W. is, without a doubt, W. V. Gilman, of Nashua.

Goy, the outfitter of England, is in trouble with Mr. Shipton, the editor of the C. T. C. Gazette.

The Evening Standard and the News of London now deliver all of the city edition on tricycles.

The "detachable non-headable" bicycle handle bar attracted much attention at the League meet.

A couple of Boston tricyclists will start on a trip to the White Mountains next month on their wheels.

The Western Cyclist has increased in size to sixteen pages, and will hereafter be issued twice a month.

The first issue of the Springfield Wheelmen's Gazette is out and is an exceedingly interesting paper.—*Boston Globe*.

Recently in England 433 wheelmen passed over one of the roads leading from London, in one day, before 2 o'clock P. M.

Dr. N. P. Tyler, of New Haven, won the badge offered by President Beckwith, having secured 140 members for the League.

To make bicycle races interesting in England, riders are sometimes required to ride over pieces of wood, low hurdles, etc.

The Unique Wheelmen of Elkhart, Ind., have been organized with 13 members, and have taken rooms at 76 Main street.

The leading churches in England now provide a place for the storage of cycles for their members while attending divine services.

There were seventy successful participants in all-day runs of one hundred miles and upward on bicycles in 1883 on American roads.

According to the present laws of the city of Boston a bicyclist is liable to a fine of \$10 for each time he rides his wheel Sunday.

Mark Twain is becoming a wheelman. He has to, in order to keep up with the procession. All the "Innocents Abroad" now wear bicycles.

D. J. Canary, of Boston, and Warren Wood, of Chicago, have signed articles at Chicago for a match at fancy bicycle riding to occur June 14.

Two English ladies who have traveled from Switzerland to the Riviera on a sociable tricycle, are about to start for a journey through France.

New London, O., boasts of a fine half-mile bicycle track, an active and prosperous club, and expects to be heard from at tournaments this season.

New Orleans has formed a new bicycle club with twenty members. Efforts will be made to have a meet of the L. A. W. during the exposition next fall.

It is conceded that Frazier will capture the solid tea service in the 25-mile race at Philadelphia, June 19. This handsome tea service is valued at \$750.

The prairie roads in Illinois are passable for wheels only after two weeks of continuous dry weather, and this occurs only in August and September.

Oraton Hall, Newark, N. J., under the popular management of Zacharias & Smith, is making more bicycle riders than any other school in the country.

It was an intelligent magistrate who asked a certain club, last year, "What they wanted riding in Cheshire, hadn't they roads in Lancashire."—
Cycling Times.

The racing in the evening by electric lights at Philadelphia, June 17, 18, 19, will undoubtedly draw large crowds. It has the merit of being a decided novelty.

There are about 300 wheelmen at Worcester, this season, not including the tricyclists. The popularity of the latter machine is said to be increasing there.

A Wall Street man who loses his balance in the bank and a young bicyclist who loses his balance on his wheel are victims of the same trouble—a lack of confidence.

Moscow wheelmen have been granted the use for practice riding of a large military hall measuring 560x147 feet, and supposed to be the largest open hall in the world.

For the latest improvement in bathing for wheelmen inquire of the Citizens Club of New York. It is a regular "geyser," but the fellow who invented it is no guy, sir.

Wheelmen and others wishing for a fine display of fireworks should write to Hyde & Co. of Boston. The fine display at the Springfield tournament last fall was furnished by this house.

You ask one of these "cabinet" people about it, and he will tell you that Fitzgerald is really traveling around the track on a dematerialized bicycle.—National Amusement Journal.

"Wheels and Whims," a new illustrated book, written by two society ladies of Hartford, Conn., and giving the experiences of several young ladies on a tricycling vacation, will soon be published.

A movement is on foot in Montreal to have bicycles licensed and numbered, the same as other vehicles. Wheelmen making a too free use of the footpath is the principal cause of the movement.

Announcements in the English Cycling Press: "The Muswells will have a run Saturday to the Hen and Chickens for tea." "The Swallows will have a smoke at the Sun and Planet, Tuesday evening."

The City Council of Nashville has reconsidered its recent action by which wheelmen were ex-

cluded from the public streets, and the cyclist is now at liberty to ride wherever a horse is allowed.

Why is a bicycle club starting on a tour deserving of much sympathy? You give it up, don't you? It is because every man is accompanied by a couple of cranks and every wheel is tired before starting.

Why are the spokes of a bicycle like the ladies?

- 1. Because they are attached to attire.
- 2. They cling to the felloes.
- 3. There are so many fine ones about the Hub.

The juvenile press takes kindly to bicycle stories. They are a great deal better than the Jesse James and wild Indian style of stories, and can be made sufficiently bloody to suit almost any ambitious boy.

Hard on our "sixty-incher."—Small boy to tall bicyclist, who, on the run, is some hundred yards in the rear of his club: "Now, then, long 'un, hurry up, or else you'll git left." Frantic delight of long party.

Hamilton Townsend, of the Toronto Wanderers, has sailed for Europe, intending to make a tour of France and England on his wheel, and to represent Canada at the meet of the English Wheel Association.

The prizes of the Quaker City Bicycle Club for the forthcoming tournament, June 17, 18, 19, are very fine and attracted considerable attention at Washington, where they were on exhibition during the L. A. W. meet.

The N. Y. correspondent of the Mirror of American Sports does not seem to like the Springfield Club very well; although he speaks highly of them in some things, he generally manages to get in a weekly fling at them.

At the Liverpool, England, meet a prize will be offered for the best musical composition upholding cycling as a national sport, and one for the best literary composition on the sport as a health restorer and aid to business.

H. D. Corey states positively that he will not enter a bicycle race this year. He intends to rest this season, and next year go into active training again, when he thinks his long rest will have proved of much benefit to him.

Wheelmen attending the bicycle tournament at Philadelphia, in June, will be amply provided for at the Colonnade Hotel, the managers of which will do all in their power to provide in a hospitable manner for visiting wheelmen.

Richard Garvey, of St. Louis, has constructed an attachment for the front of his Star bicycle, in the form of a seat for the accommodation of his two-year-old son. The child will accompany him on many of his wheeling tours in the future.

The bicycle can do service as a beast of burden, as well as a roadster and racer. A plumber goes about this city to get in the preliminary formalities for his bills with one of the whirligigs under him, his tools being slung over his back.

That watch-dog which appears in the English cycling papers, advising our friends across the water to watch for the announcement of the Spring-field tournament, is a wide-awake-looking animal, and very attractive. His bark has been on the sea.

In England a new departure is made in valuing prizes; a guarantee is given of the money value of the prizes by those who supply them. This shows that clubs are anxious to give prizes of full value, an example worthy of following up in this country.

About 1500 people saw Prince, bicycle champion of America, defeat Woodside, Higham and Morgan in a 10-mile bicycle race at Washington, Monday, May 26. Woodside led until the last mile when Prince passed him, winning in 32m. 46s.

At the revival meetings in England held by Moody and Sankey, cyclists are especially looked after and a place is provided for the storage of wheels, with a competent man to look after the same, while wheelmen are attending the meetings.

President Williams, of the Massachusetts Bicycle Club, has mailed a circular to the members of his club urging them to use due care in riding on the roads, not to pass a horse on the wrong side, and not to obstruct the road by several riding abreast.

Mr. S. C. Taft, of Woonsocket, R. I., who is never happy unless inventing something to lessen manual labor, has been at work on a combination bicycle which is expected to propel much easier and with greater safety to the rider than the kinds now in use.

Miss Bertha Von Hillern, the artist, is much annoyed at being confounded with a woman bicycle rider of the same name. She says she never even desired to ride a bicycle; she is an enthusiastic pedestrian, however, and would rather walk than paint, any day.

The Springfield Bicycle Club led the van last season, but they will have to get up early and retire late, to get away with the Quaker City, of Philadelphia, this year.—Western Cyclist. Perhaps so, but, don't you know, we never go to bed at all in Springfield.

A new track, three laps to the mile, measured 12 in. from the inner curb, 20 ft. wide in its narrowest part and 30 ft. along the homestretch, having three straights, is in course of construction on the Waushacum Lake grounds, between Fitchburg and Worcester, Mass.

A Massachusetts wheelman had lived thirteen years of happy married life, but had never realized the Scriptural passage, "His children shall rise up and call him blessed." Eighteen months after taking to the wheel, his wife presented him with twins. Score two for the wheel.

THE SPRINGFIELD WHEELMEN'S GAZETTE, a monthly journal devoted to cycling, has been received. It is one of the finest specimens of the printer's art that comes to hand. Full as it is of interesting items for wheelmen, it cannot but find favor.—Guelph (Canada) Herald.

In last month's Cassell's Magazine the "Family Doctor," who pens a monthly article on medical matters, enumerates a long list of popular recreations, and concludes by stating that at the top of the list he places tricycling, as being by far the most healthful recreation he knows of.

We hear of a Western club that has just adopted a brass button for a uniform. That would be a delightfully cool uniform, to be sure, but to satisfy the tastes of some very particular people, the club should add a silver-plated button-hole. In fact, true modesty seems to demand it.

THE WHEELMEN'S GAZETTE draws a picture of all the members of the United States Government mounted on wheels, escorted by regiments of soldiers similarly mounted. This is all very well, but the steel horse is scarcely so sure footed as the flesh-and-blood fellow.—Canadian Sportsman.

In a 12-mile race recently held at St. Catherines, Ont., between two amateur walkers and two bicyclists, the latter allowed the former a start

of one hour and thirty minutes. The walkers finished fifteen minutes ahead of the wheelmen, walking the distance in 2 hours and 18 minutes.

The New Haven *Palladium* remarks that base ball, lawn tennis, and the silent bicycle are accomplishing more toward bringing humanity back to knee breeches, or knee breeches back to humanity, than all the apostles of the antique could do in solid phalanx with Oscar Wilde to bring up the rear.

In the spring meetings of their respective colleges the following records were made by collegians: Two miles—L. B. Hamilton, Yale, 6m. 57 3-4s.; C. A. Reed, Columbia, 7m. 59s.; F. F. Howard, Cornell, 9m. 11 1-8s.; Stearns, Princeton, 8m. 20.; N. Y. Smith, New York school of languages, 8m. 59s.

One member of the staff of the *Christian Union* has joined the staff of a cycling publication, and another has joined the office force of a leading bicycle manufacturer. The *Christian Union* will have to mount all its staff on wheels if it wants to keep them. We think that a good deal of good religion can be found on the wheel.

"The bicycle hauls no coal," exclaims an antibicycle exchange. This is indeed an age of startling discoveries.—*Eoston Post.* True, nobody but a real box-toed copper-fastened genius would have thought of that. The fellow probably left his bicycle at the coal yard and expected it to steal a ton of coal and haul it home.

According to the *Popular Science Monthly*, a "black eye" is simply a severe contusion of the integuments under the orbit, with great extravasation of blood, and ecchymosis in the surrounding cellular tissue, which is in a tumefied state. The time comes in the history of many bicyclists when this information is a great consolation.

It is rumored that the secretary of the S. Bi. C. and the Owl have made a trade. The secretary has agreed to exchange his much coveted vest for the Owl's bangs. The Owl has the best of the bargain, as he can raise new bangs in six weeks, and it takes the secretary three months to save money enough to purchase such a gorgeous vest.

The rule for starting the Star, about which so much doubt was expressed at the recent meet, is that the line shall touch the rod 12 inches above the fork. This same point must also be reached at the finish, so that if the front wheel of the Star and the driving wheel of a bicycle cross the line at the same time, the latter is the winner.—Boston Clobe

Several bicycle clubs in England offer medals to all their members who cover 100 miles or more within one day, increasing the value of the medal according to the distance traveled. The idea is a good one and might be adopted to advantage by some of our local clubs who find it hard work to make their members roll up a respectable road record.

The complete confidence reposed in our faithful ex-treasurer, W. V. Gilman, must be a source of great gratification to Mr. Gilman, and a matter of pardonable pride. To have the entire confidence and respect of over 4,000 League members is something to feel proud of. Wheelmen regret everywhere his withdrawal from the active duties of treasurer.

At the bicycle exhibition of the Bridgeport Bicycle Club, a new and novel performance was given, as follows: After the regular drill and ex-

hibition, the hall was darkened and a silent drill was executed, the only light in the hall being the hub lantern. The effect of the colored lights was beautiful, the credit of which belongs to Capt. A. W. Stanton.

A jolly party going to Caremut, Victoria, beheld what was believed to be a large snake coiled up on the road. The men alighted, armed themselves with saplings, and belabored the reptile in a most unmerciful manner, without affecting it in the least. An examination followed, and the discovery was made that the supposed snake was the india-rubber front-wheel tire of a bicycle.—Sydney Mail.

How is this for a note? The C. C. should look after him:

SARATOGA SPRINGS.

Dear Sir:

In opposition to my clearly expressed wishes my name was put down as a member of a bicycle club in this village. I have never been on a bicycle in my life and, please God, never shall, and have never taken the slightest interest in the exercise. Will you therefore kindly cease to send me your paper and oblige,

Yours truly,

A rider on his bicycle
Went touring while 'twas hot,
And, strange, the wheel returned at eve
With but a large grease spot.

The truth at once apparent was, Of course too late to save, But the rider must have melted On striking some hot wave.

In England they have various cycling organizations which are commonly mentioned by their initials, as the N. A. A. A., the T. U., the N. C. U., the N. C. A. A. A., etc. When a Yankee hears an Englishman say: "If they compete in the tea you and the hen see you backed the hen see hay hay hay, that disqualifies them with the hen hay hay hay," he needn't think the Englishman a lunatic. It is only a way 'e 'as when'e his hexhasperated.

"Wheelman's Hand Book of Essex County," issued by George Chinn, of the Marblehead Messenger, and Fred E. Smith, of the Ipswich Chronicle, contains brief sketches of the various cities and towns of the county, with a list of their objects of interest, a directory of hotels, clubs, and consuls, and the history of the League of Essex County Wheelmen. It also contains road routes to every place in the county, making a convenient book for drivers and general tourists, as well as for bicyclers. Price, 20 cents, by mail, post-paid.

The eighth annual Harrogate meet will take place, as usual, at Harrogate, Yorkshire, on Bank holiday, August 4, 1884. The programme, as at present drawn up, is as follows: Friday, August 1, camp opens in the afternoon; Saturday, August 2, racing on the cricket field track; Sunday, August 3, divine service in camp at 3 P. M.; Monday, August 4 (Bank holiday), meet at noon, racing at 3 P. M., dinner at 6:30 P. M.; Tuesday, August 5, lawn tennis tournament (confined to campers-out); Wednesday, August 6, camp will break up at 3 P. M.

Misses Annie Sylvester, Minnie Roschelle, and May Arlington of Chicago, are the latest lady aspirants for fame in the bicycling arena. On the occasion of their first appearance in public as bicycliennes, the young ladies were tastefully costumed, and despite the embarrassment of a first appearance before critics acquitted themselves admirably. Singly and together they gave an exhibition of fancy riding which stamped them as

thoroughly familiar with the possibilities of bicycling, and the evolutions of the wheel under their guidance were novel and pleasing.

Young Chick.—Mamma, why do you scratch with one foot and then with the other, and don't look down until you get through?

Old Hen (brought up in Boston).—Because, my dear offspring, if I were to excavate the soil with both my pedal extremities simultaneously, and direct my organs of vision on the ground at the same time, I would lose my equilibrium and present the undignified spectacle of balancing myself on my cranium without any visible means of support.—
Free Press.

Wheelmen all understand how this is themselves and sympathize with the old hen.

The Hamilton park track at New Haven has been surveyed and found to be a few inches over the standard length, according to the regular bicycle rules. The records made there last fall and which have been in dispute, were as follows: G. M. Hendee, one mile, 2 minutes, 50 seconds, and five miles, 15 minutes, 26 3-4 seconds; C. F. Frazier, one mile, 2 minutes, 50 1-8 seconds, and five miles, 15 minutes, 26 7-8 seconds; R. W. Way, one mile, 3 minutes, 3 seconds, and three miles, 9 minutes, 19 seconds; W. C. Palmer, three miles, 9 minutes, 17 seconds; L. B. Hamilton, two miles, 6 minutes, 34 seconds; W. Maxwell, one mile, 3 minutes, 3 4-5 seconds.

In accordance with the announcement made some time ago the SPRINGFIELD WHEELMEN'S GAZETTE has reappeared. It will be remembered that it was issued for six months last summer to cover the big Springfield tournament. It has been resumed this year with the same primary purpose, but will now be a permanent monthly publication at 50 cents a year. In quality of type and paper, and neatness of make-up, the paper is admirable, while it promises to be up to the mark also in quality of contents. There is nothing local in its character, Springfield matters being conspicuous by their absence. The paper promises to be one of value to all wheelmen.— Toronto Mail.

A grand international cyclists' camp and race meeting to be held in London, May 30th to June 3d, promises to be the most extensive affair of the kind ever held in England. The following is the programme: May 30—Assemble and go into camp; social in evening. May 31—Bicycle and tricycle handicap races; social in the evening. June 1—Church parade; service in the mess tent at three o'clock. June 2—Bicycle and tricycle, including sociable, handicaps, torchlight procession, entertainment, and presentation of prizes. June 3—Camp will break up at midday. The charges for individual wheelmen will be about \$2, which will include tent accommodations and meals.

On a recent windy Sunday a singular accident happened on the road from Boston to Salem, at Black Ann's corner, where a steep hill winds around a curve. One rider was coming up the hill with his head down, while another was coasting down, his head thrown way back, and just as they reached the curve they ran square into each other. The one going down the hill went completely over the other and fell on every part of his body at one time. The other rider tried to drive through the hill, but failing in this laid himself down to rest. Fortunately no serious injury was done, and after a little repose the wheelmen were able to shoulder

their machines and walk to Lynn, from whence they took the train to Boston.

A party of twenty wheelmen, under the management of Prof. Wm. H. Spangler, of the Indiana University, at Bloomington, will make the entire tour of England, France, Germany, Austria, Belgium, Switzerland, and Northern Italy, on their wheels. The cost of the trip, starting from New York, June 14, and returning September 1, including necessary traveling expenses, hotel bills, and director's fee of \$50, will be about \$350. Members receive benefit of all commissions and reductions and pay only actual expenses of travel, and furnish their own bicycles, which must be of the best quality. Early application with \$25 to secure steamer berth, and testimonials of riding ability, are necessary to become one of the twenty.

We have received an advance copy of the SPRINGFIELD WHEELMEN'S GAZETTE, which contains twenty-eight pages. Mr. Henry E. Ducker is editor and manager, and Chas. A. Fisk, the treasurer. The initial number contains a variety of well-written and selected articles on wheel matters, healthy in tone, and loyal in their allegiance to the L. A. W. We extend the right hand of fellowship to the new comer and hope for its success. Our brief acquaintance of last summer convinced us that the GAZETTE was a great aid to cycling interests, and knowing, as we do, that the editor and manager never does anything by halves, we can believe that the new journal will find a place in the hearts of all wheelmen .- Bicycling World

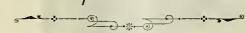
English bicyclists and tricyclists propose to have a cycling path of their own all the way from London to Brighton, under a special act of parliament. The track will be about 45 miles long, starting a few miles out of London and running to Brighton, and will be eighteen feet wide, paved with asphalt, and of easy gradients. It is estimated to cost an average of £7,000 per mile, or £315,000 in all. The Brighton to London road is the favorite one for South county cyclists, hundreds of wheelmen going and returning within the day during the season. It is estimated that a five-shilling fee would be very readily paid by thirty cyclists per day during eight months of the year for excursion tickets from London to Brighton and back, besides hundreds of smaller fees for intermediate distances.

"By their works ye shall know them." The Springfield Bicycle Club has in the past year helped the League of American Wheelmen as follows: Paid into the L. A. W. treasury, for meinbers' fees, \$130; presented three championship medals at a cost of \$885; 32 men traveled 504 miles each to attend the annual meeting at an expense of, at least, \$25 each, and received in return as follows: ----? not even as much as a vote of thanks was passed at Washington in consideration of the above; but we did receive for an outlay of \$1,815, a copy of the official organ each week at a cost of \$13.96 per man, and which The Wheel offers to do this year at \$1 each, a saving of \$12.96 for each member, or a grand total of \$1,685, which is what it has cost for the honor of belonging to the League of American Wheelmen. The experience of the Washington Cycle Club is the same, although they did receive a vote of thanks for their kind invitation to visit Washington, May 19, 20; and yet the question is often asked, Why don't all clubs belong to the L. A. W? And echo answers, Why! We leave the question for our readers to solve.



# COLUMBIA





### STANCH AND RELIABLE ROADSTERS.

#### covered was done on Columbias; and further, COLUMBIAS. that of those who rode more than the average distance more than sixty per cent, were on Columbias, and that those riding above one In 1883 there were, according to the careful hundred and ten miles, and on Columbias, made report and table of Mr Hazlett, seventy sucthe fastest rates of speed and the shortest ridcessful participants in all-day runs of one huning times, and that the two longest distances, dred miles and upwards, with bicycles and each two hundred and one sixteenth miles, tricycles, on American roads; and they covered were made on Columbias, in all 7,773.47 miles,-an average of 111.5 miles in the day, each. We find that fifty-six per cent. of the machines used were Columbias, and over fifty-five per cent, of the distance

One of the many advantages of possessing a Columbia Machine is that these Machines are made upon the

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The patronage of visiting wheelmen and the public generally is respectfully solicited.

WILLIAM HILL, PROPRIETOR.

#### Among the Clubs.

THE CHEYENNE (WYO.) BICYCLE CLUB held its semi-annual election on the 5th inst., resulting in the re-election of the old board officers, viz.: President, F. S. Hebard; captain, Fred Bond; financial secretary, Frank H. Clark; bugler (appointed), George F. Inman. The report of the secretary presented on this occasion showed an active membership of twenty riders, and an honorary list of five, all but one of whom are members who have withdrawn from active membership because of removal from this city. On Friday evening, May 9, the Cheyenne Bicycle Club gave a "May Party" at Library Hall in the Opera House, which is generally pronounced to be the most enjoyable party of the season. A limited number of invitations were issued, and about eighty well-dressed ladies and gentlemen glided over the polished floor through the terpsichorean changes until long past the hour when graves and other people are said to yawn. The roads are becoming settled and in fine condition, and one can scarcely look in any direction during the day without catching a glimpse of the glistening, silent steed rolling over the most elegant, natural roads to be found anywhere, with which during the settled weather nothing else compares. The boys are planning for plenty of sport during the present season, so soon as the springtime showers shall have resigned to the city street sprinkler, including runs to various points of interest from twenty to thirty miles distant; to contemplate a climb up the Divide to Laramie for a visit with the bikers there, and an easy downhill ride back: while three of our members are arranging for a three weeks' vacation tour south into Colorado.

THE NASHVILE BICYCLE CLUB had a meeting last night. By a vote the field and executive officers, heretofore combined, were separated. Alfred E. Howell's resignation as captain, received at the April meeting, was accepted. L. N. Jesunofsky resigned as secretary and treasurer, and Alex. J. Dyas, Jr., was elected to fill the vacancy. Alfred E. Howell was chosen president, and V. L. Cunnyngham, vice-president. An executive committee was appointed and is composed of the president, vice-president, secretary and treasurer, captain, J. K. Polk and A. E. Baird. The field officers elected were, captain, J. B. Burdett; lieutenant, S. J. Briggs; bugler, H. A. French; standard-bearer, James S. Ross. Deep regret was expressed by the members of the club at the necessity which compelled Messrs. Jesunofsky and Howell to sever their active connection as officers of the club. They have made efficient officers.

THE KINGS COUNTY WHEELMEN of Brooklyn will hold their second annual race meeting on the five-lap cinder path of the Williamsburg Athletic Club. An exhibition drill will be given the evening before, and a parade on the morning of the races. The races consist of one-mile and twenty-five miles, scratch; two and three miles, handicap; half-mile, without hands; half-mile for club members who have never won a prize. The prizes will be handsome gold and silver tokens in each race except the twenty-five mile, where two gold and one silver will be given.

THE MARBLEHEAD CLUB held a successful exhibition at the skating rink, Friday evening of May 9. Prof. II. W. Tufts gave an exhibition, and there was skating before and dancing after his performance. Chief Consul Currier was pres-

ent, besides delegations from the Massachusetts, Boston Ramblers, Lawrence, Salem, Lynn, Beverly, Attleboro, and other clubs. After the festivities at the rink the club kept open house at its headquarters.

THE ALBANY CLUB recently opened its new club room with musical and social festivity, and claims that next to the rooms of the Boston Club it has the most elegantly equipped place in the country. Parlors, reception rooms, wheel rooms, dining-rooms, smoking room, library, etc., make up a very complete "shebang."

THE STRATFORD BICYCLE CLUB has a surgeon on its list of officers. Let us congratulate it on its foresight. It is to be hoped he will carry a full supply of lint and his medicine chest with him whenever the members go for a run. If the club now would only elect or appoint an official undertaker, its staff would be complete.—Canadian Sportsman.

THE YORK COUNTY WHEELMEN of Maine are gaining in numbers, and promise to make a good showing "down East." The officers are: President, J. Edward Etchell; vice-president, Walter S. Mitchell; secretary and treasurer, J. Vaughan Dennett; capitain, R. A. Fairfield; lieutenant, Edward I. Dearborn.

THE CANADIAN WHEELMEN'S ASSOCIATION have issued their guide-book, containing descriptions of Canadian roads, hotels, consuls, etc., also the constitution and by-laws of the Association with a full list of members. Credit is due to its editors, H. B. Donly, W. G. Eakins, and S. J. Brierly.

THE MANSFIELD WHEEL CLUB, of Mansfield, Ohio, will hold a grand race meet and tournament, Wednesday, May 28, at the fair grounds in their city. Eight hundred dollars in prizes are offered. Entries free, and may be made at any time before 8 P. M., Tuesday, May 27, to A. P. Seiler, secretary.

THE MONTREAL BICYCLE CLUB last year turned out for seventy rides. The mileage for the season was 932 miles, and the runs were attended by a total of 757 members. The largest muster was thirty-four men. The longest ride was 100 miles and the shortest two miles.

THE WORCESTER ÆOLUS WHEELMEN had a club run on Decoration day, starting at 6.45 A. M., and breakfasting at Millbury. Part of the club then returned, while a number had a run to Boston to attend the Ramblers' races.

THE RUTLAND (VT.) BI. CLUB issues a very neat invitation to wheelmen, cordially inviting them to attend their second annual Memorial day run, which will be to Fairhaven, May 30, distance 18 miles.

THE TORONTO BICYCLE CLUB has appointed a statistical secretary, whose duty is to keep a record of the number of miles made by individual members as well as by the club when on runs.

THE NEWTON (MASS.) CLUB is noted for its full attendance at its meetings, and the secret may be in the fact that an appropriation of \$5 for refreshments is made for each meeting.

THE SPRINGFIELD BICYCLE CLUB had the largest attendance at the League meet of any club outside of the city, and traveled 504 miles to uphold the L. A. W.

THE KANKAKEE (ILL.) CLUB gave two dramatic performances last winter, made \$70, and has been sitting up nights ever since devising ways to spend it.

THE MONTREAL BICYCLE CLUB has decided to

hold a race meeting on the Point St. Charles driving park on Saturday, June 21.

THE TROY CLUB is to be incorporated, and also to have an olive green uniform with plaited jacket and helmet of lighter shade.

THE MARBLEHEAD CLUB has lately made several accessions to its membership and is in a better condition than ever before.

THE OTTAWA BICYCLE CLUB will form a Tricycle division on account of the increased interest manifested in tricycling.

THE CONCORD (N. H.) BICYCLE CLUB has 13 members, and Rev. H. F. Bedinger, for president.

THE NASHVILLE CLUB members are already planning for their 4th-of-July run.

THE NEW BRITAIN WHEEL CLUB has voted to become a League club.

THE LOWELL CLUB has secured new and elegant club-rooms.

THE BOSTON RAMBLERS have some expert "tandem." riders.

#### CLUB ELECTIONS.

Brattleboro (Vt.) Cycle Club.—President, J. W. Drown; captain, F. T. Reid; secretary and treasurer, C. R. Crosby; lieutenant, W. L. Boynton; club committee, J. W. Drown, Sam Frothingham, C. H. Thompson.

CANANDAIGUA (N. Y.) BICYCLE CLUB.—President and captain, Dr. A. G. Coleman; vice-president, Dr. O. T. Mitchell; first lieutenant, A. W. Crittenden; second lieutenant, C. C. Hayes; chaplain, Rev. S. E. Eastman; secretary and treasurer, Mack S. Smith.

CAYUGA BICYCLE CLUB, Weedsport, N. Y.—President, W. H. Lee; vice-president, J. R. Rheubottom, Jr.; secretary and treasurer, Charles Townsend; captain, H. D. Brown; lieutenant, C. C. Teall.

CONNECTICUT BICYCLE CLUB.—President, T. S. Steele; secretary, Fred W. Davis; treasurcr, Arthur J. Wells; captain, Chas. E. Chase; first lieutenant, R. P. Way; second lieutenant, G. H. Burt; bugler, John W. Gray.

CRESCENT BICYCLE CLUB (Chattanooga, Tenn.) Captain, Clark H. Horne; secretary, John S. Lindsay; treasurer, Fred Thatcher; lieutenant, J. J. Dixon; bugler, T. C. McKenzie; chairman, Frank P. Smith.

DAKOTA BICYCLE CLUB, Grand Forks, Dakota.
—Captain, Geo. D. Batchelder; first lieutenant, J.
M. Corbet; secretary and treasurer, Joe E. Clifford.

KENTON BICYCLE CLUB. — President, R. A. George; captain, G. E. Crane; lieutenant, B. F. Schultz; secretary and treasurer, J. A. Kuert.

KEYSTONE BICYCLE CLUB.—President, Chas. Beltz; captain, P. N. French; sub-captain, G. A. Lyon; secretary and treasurer, Chas. M. Clarke; guide, Chas. M. Clarke; bugler, J. C. McCullough, club committee, John Groff, Geo. Grundy.

Long Island Wheelmen.—President, William W. Share; captain, Arthur W. Guy; first lieutenant, F. L. Donaldson; second lieutenant, D. C. McEwen; bugler, A. W. Stanley; color bearer, A. S. Winslow; secretary and treasurer, S. W. Baldwin.

MARBLEHEAD BICYCLE CLUB. — President, George Chinn; captain, J. R. Schoff; lieutenant, John W. Richardson; secretary, P. Howard Shirley; treasurer, George I. Glover; color bearer, John H. Homan.

MARIETTA (Pa.) WHEEL CLUB.—President, J. J. Carroll; vice-president, Charles Spangler; captain, E. E. Lindemuth; first lieutenant, Clayton E. Musser; second lieutenant, Jonas E. Witmer; bugler, John P. Libhart; guide, S. H. Libhart; secretary and treasurer, Victor M. Haldeman.

MIDDLETOWN (CT.) WHEEL CLUE.—President, H. C. Ward; secretary and treasurer, E. D. Steele; captain, F. L. Caulkins; first lieutenant, H. D. Goodrich; second lieutenant, W. J. Hogan; bugler, W. H. Hubbard.

MT. VERNON WHEEL CLUB.—President, Dr. W. A. Baker; secretary, H. Crumley; treasurer, W. H. Disney; captain, A. C. Plimpton; lieutenant, W. McFadden.

NAPANEE BICYCLE CLUB, Canada.—President, Dr. G. C. T. Ward; captain, W. C. Smith; first lieutenant, A. R. Boyes; second lieutenant, James Williamson; bugler, W. T. Grange; secretary and treasurer, W. J. Tremble; standard-bearer, J. T. Loggie.

New Britain Wheel Club.—President, F. Slater; secretary and treasurer, W. B. Rossberg; captain, C. C. Rossberg; first lieutenant, U. S. Case; second lieutenant, A. F. Corbin; color bearer, H. B. Arnold; club committee, the president, secretary, captain, J. Williams, and W. F. Burritt.

OTTAWA BICYCLE CLUB.—President, G. A. Mothersill; captain, F. M. S. Jenkins; first lieutenant, T. B. D. Evans; second lieutenant, Henri Roy; secretary and treasurer, Hon. W. S. Odell.

PEQUONNOCK WHEEL CLUB.—President, G. H. Johnson; secretary, E. S. Sumner; treasurer, J. H. Smith; captain. A. N. Stanton; first lieutenant, Calhoun Latham; second lieutenant, R. M. Fairchild; executive and financial committee, S. S. Sanford, G. E. Sanford and C. W. Spooner; representative L. A. W., C. W. Spooner; bugler, Dr. C. C. Godfrey; standard bearer, W. F. Healy.

PHILADELPHIA BICYCLE CLUB. — President, Henry C. Blair; secretary and treasurer, Horace A. Blakiston; captain, Ewing L. Millen; bugler, Harold R. Lewis; lieutenant, Charles B. Warder.

PITTSFIELD BICYCLE CLUB. — President, S. Harris Pomeroy; vice-president, L. L. Atwood; captain, Harry West; secretary, H. S. Wallison; treasurer, T. A. Knowles.

READING BICYCLE CLUB.—President, H. K. Whitner; secretary, J. L. Henritzy; treasurer, W. H. Dater; captain, W. I. Wilhelm; lieutenant, Geo. Miller; bugler, C. G. Wilson; trustees, J. A. Curtis, J. L. McLenegan and C. G. Wilson.

ROCKINGHAM BICYCLE CLUB, Portsmouth, N. H.—President, C. A. Hazlett; secretary, Albert E. Rand; captain, W. W. McIntire; first lieutenant, G. E. Philbrick; second lieutenant, Harry Yeaton; club committee, C. A. Hazlett, Albert E. Rand, W. W. McIntire, John H. Knox, and A. H. Sides.

SCHENECTADY (N. Y.) CLUB.—President, S. R. James; vice-president, Henry Horstmeyer; secretary and treasurer, Ed. L. Davis; captain, Jacob W. Clute; lieutenant, Wm. G. Schermerhorn; color bearer, Wm. S. Veeder; executive committee, B. Whitlock, Wm. G. Schermerhorn, Jacob W. Clute.

SIMCOE BICYCLE CLUB.—Hon. President, Geo. W. Wells; president, W. S. Perry; secretary and treasurer, Hal B. Donly; captain, W. Y. Wallace; lieutenant, D. Robb Tisdale.

Wellsboro (Pa.) Wheelmen.—President, F. A. Deans; vice-president, John Brooks; secretary and treasurer, A. R. Niles; captain, George W. Houk; first lieutenant, R. R. Dartt; color bearer, A. J. Niles; bugler, F. A. Deans.

WINGED WHEEL CLUB, Elkhart, Ind.—President, Dr. A. F. Kelley; vice-president, Dr. C. S. Pixley; captain, Frank Olds; lieutenant, Hugh Maxon; secretary and treasurer, Fred E. Hunt.

#### WHY THE COW RESIGNED.

Yesterday noon, as one of the members of the Reading Bicycle Club was bowling along down Third street with all sails set, the admiration of all beholders, a wayfaring cow suddenly took a notion to cross the track of the machine, when it was too late to put on the air brakes or lower the cow-catcher. As a consequence, bump went the polished wheel into the ribs of the milk producer. The wheel stopped, but not so the rider. He started after the cow and caught her before he knew it. He struck her about where the butcher cuts the rump steaks out, and then he suddenly laid down as if he was tired of the business. The bicycle laid down on top of him, while the cow gave him a parting hand shake with her hind feet, and resigned her membership in the club. The young man did not know at first whether it was an earthquake or a boiler explosion, but as everything remained quiet he concluded to get up. The wheel was unhurt; so was the cow; but it took several square feet of court plaster to mend the places on the young man, where the rind had been knocked off .- Reading (Pa.) Exchange.

ONCE UPON A TIME a famous artist, whose paintings were worth thousands of dollars each, desired to take for a subject a picturesque old barn which he found in his rambles; but in order to sketch it from the most desirable point, it was necessary to place his seat in a location which would seriously inconvenience the worthy old farmer who owned it. The artist, however, obtained permission to work where and when he pleased, and in return promised to give the farmer a trifling percentage of the proceeds of the sale of the picture. Delighted with the bargain, the countryman went industriously to work that night to make the barn look "presentable," and when the artist came next morning he found the whole structure covered with a fresh coat of whitewash .- Philadelphia Call. This reminds us of some of the country roads in Massachusetts, which have been praised for their beauty and scenery, till the country people, proud of their reputation, have gone to work to make them "presentable" by covering them all over with loose gravel, so that a wheelman can't find a track as wide as his thumb-nail. One of these days the country road-builders will find out that "it pays" to furnish bicyclists with a good track, and when it pays they will do it.

We cannot help wondering why so much ridicule is made in certain cycling quarters of the scheme for constructing a cinder path for cycles from London to Brighton. No one who has given the question thoughtful consideration can opine that cycle "tracks" or "ways" will not in the course of years be universal. Is it not proper that the first one should be made from London to the queen of watering places? In our humble mind we prophesy a success for Mr. Varley's scheme if it is properly managed.—Cycling Times.

#### Items of Interest.

The Wheel received last year from the League \$1,950.50.

Four thousand two hundred and fifty members in the League.

The general opinion was that the League publish its own organ.

A bicycle headlight of novel design is about to be placed in the market.

Vice-president Miller presented a beautiful rosewood gavel to the League.

The New Britain Wheel Club has a 50-mile run to Enfield and return, Friday, May 30.

Over 100 daily papers in this country regularly devote a column of their space to cycle matters.

A couple of London, Ont., wheelmen were recently fined \$1 each for bicycling on the sidewalk.

A "tandem" record of 152 miles in 24 hours was recently made in England from Hyde Park to Marlboro and back.

The best cycle column in any of the sporting papers is contained in the *Mirror of American Sports*, published at Chicago.

Cash on hand in the L. A. W. treasury, \$221.24, May 1, 1884; cash on hand in the L. A. W. treasury, May 1, 1883, \$1,025.38.

Bicycles and tricycles are used extensively by the employes in the government departments at Washington, to ride to and from their homes.

The bicycle is used in the Italian army by mounted orderlies, and in other countries of Europe by mail-carriers, messengers, telegraph boys, and others.

Fred Wood, the professional champion, is in active training on the Crystal Palace track. He hopes to be able to cover 21 miles within an hour the coming season.

Dan O'Leary, at Memphis, Tenn., recently rode 600 miles on eight horses, going twelve hours a day for six days, while Albert Flock rode a bicycle in the same time 611 miles.

M. Balard, of the Societe Velocipedique du Midi, rode on March 28 on the road from Toulouse to Grenade, a distance of 14 miles, 660 yards, in 40 min. 17 sec., on a Clement roadster weighing forty-two pounds.

M. P. Rousset, president of the Bordeaux Bi. Club, has made an enviable record for a 24 hours tricycle ride, i. e.: Bordeaux to Agen and return, 290 kilometres, about 180 miles, in a trifle less than 24 hours.

Lord Chief Justice Williams, of Australia, rides into the assize towns upon a bicycle. In England Earl Granville often rides a tricycle from Walmer castle to Deal, and the Prince of Wales has long since been a patron of the new art of "wheeling."

Maj. Knox Holmes, an English gentleman of the ripe age of 78, recently rode a "Humber" tandem, in company with a young friend on the back seat, 101 miles in 10 h. 45 m. riding time, or 12 1-2 h. total time. Good, even for a youthful wheelman, but remarkable in view of the Major's years.

Henry J. Hall, of New York, who came on to Pittsfield to attend the bicycle banquet, Tuesday evening, May 6, had his gold watch and purse stolen from his room at the American House, some time after his return from the banquet. His loss is about \$150. A man who registered as J. H. Wolf of Reading, Pa., and who occupied an adjoining room, has disappeared and there is no doubt but that he is the thief. Wolf kept so close to his room while at the hotel that his identity is not probable.

The London 'Cyclist tells of a member of the Torbay Club who was flying a hill on his bicycle, when two fox-terriers, spying the flying cyclist, went for him. One of these miscalculated his distance and shot bodily into the wheel, being carried round and jammed against the forks, stopping the machine, nearly dead. As luck would have it, the rider had extra special rake on his machine, and was sitting well back, consequently, although thrown, he was not damaged, but we do not think that quadruped will attempt to enter a wheel in motion again.

Woodside and Morgan, who started out from New York with quite a flourish of trumpets, to ride across the continent, got as far as Washington and decided to go no farther. They said that the exhibitions they gave in the towns along the route were so unsuccessful that they ran out of funds. Several thousand dollars were said to be staked upon their venture, and it is a little singular that they were not helped out. Amateur riding is becoming so common that the countryman doesn't care to pay out his shekels very liberally on men who ride on a bet.

At the late council meeting of the National Cyclists' Union of Great Britain, the following was earried after some discussion: "That an amateur cyclist who accepts from his own club, or from a club, or any person promoting sports at which he competes, or from any such source, any payment for his expenses shall be liable to be suspended, but the National Cyclist Union reserves the right to sanction any such payment, if in the opinion of the executive the very exceptional circumstances of any particular case shall seem to the executive to warrant such sanction being given."

Scuri, the unicyclist, has been attracting considerable attention at Rouen, France, where he has been giving a large number of most clever performances upon his single wheel. La Revue Velocipédique contains nearly a page and a half of his doings, and also announces the advent of a new monocyclist who has turned up at Tortona in the person of one Hugo Aucilloti, a boy of twelve years of age, the son of the manager of a traveling theater. He is said to be able to do almost anything on his wheel, and to surpass even Jules Terront and Seuri, doing such things as catching hats that his father throws to him from his bicycle, and performing a large number of balancing feats such as clowns and acrobats do in circuses with knives, balls, eups, etc., whilst he can turn round in the small space of a circle only forty centimetres in diameter with great speed.

The bicycle meet of the Essex County League at Salem on Memorial day attracted 208 riders, including tricycles, among them being two tandems, one ridden by the veteran rider, L. B. Packard, and his niece, a Brockton young lady. They expected to ride around the common, but the committee on public property closed the gate. They rode to Derby street, where they massed themselves on the steps of the custom house, and were photographed by Staniford. From there they rode through wards 5 and 6, and back to Kinsman Hall to dinner. In the afternoon they rode to Nichöls street, where a large number tried to climb the hill, but not one succeeded. Frank

P. Ingalls came the nearest to the top. There was a very large crowd in attendance, and the spectators were very much amused. The election of officers of the League resulted as follows: M. D. Currier, Lawrence, president; Frank S. Winship, Lynn, vice-president; F. S. Ingalls, Salem, corresponding secretary; L. H. Cole, Beverly, recording secretary; George Chinn, Marblehead, treasurer.

In regard to the recent seizure of an importation of eighty-five bicycles, the Cunningham Company gives the following statement: For a certain consideration, Baylis, Thomas & Co. give them the exclusive control of their manufactures for the United States and Canada, agreeing not to sell to any one else any article, either wholesale or retail. The custom house does not pretend there is an undervaluation of goods, but on the contrary admits they are of a higher invoiced valuation than many which come into this country. The question at issue is, however, whether this consideration which is paid should be added to the invoiced value of the goods. The Cunningham Company claims it is a totally distinct transaction, and has no more relation to the cost of the goods than have certain royalties paid by them to inventors in this country. After being detained at the custom house since the 22d, the machines were received 'yesterday. Mr. Moorfield Storey has been retained as counsel for the Cunningham Company.-Boston Globe.

#### RACE MEETINGS.

#### LEAGUE OF AMERICAN WHEELMEN.

The annual championship races took place Tucsday, May 20, at Athletic Park, Washington, in the presence of several thousand spectators. The events were decided as follows:

# Twenty-Five-Mile Bicycle. HOUR. MIN. SEC. zier, 1st, 1 38 42 1-2

**30 00** 

Charles Frazier, 1st,

Henry L. Hall, Ir., 2d.

Henry J. Hall, Jr., 2d,		I	39	<b>0</b> 9
Ten-Mii	le Bicycle.			
John Brooks, 1st,			36	0345
Charles H. Chickering,	2d,		37	04
Three-M	ile Bicycle.			
B. W. Hanna, 1st,			10	26 1-2
One-Mii	le Bicycle.			
Geo. M. Hendee, 1st,			3	06 I-2
One-Mil	e Tricycle.			
Geo. M. Hendee, 1st,			3	57 I-2
CAPITAL BI	CYCLE CLU	JB.		
The fifth annual race	meeting of	thi	s clu	ıb was
held at Athletie Park, W	-			
The weather was pleasan				
large.				
Five-M	ile Race.			
H. Stewart, 1st,			MIN. I7	sec. 38 3-4
J. M. Borden, 2d.				
	Race (novices	).		
G. Webber, 1st,			3	25
J. F. Runyon, 2d,				Ť
C. D. Rhodes, 3d.				
One-Mile	Race (club).	•		
J. M. Borden, 1st,			3	26
H. Y. Davis, 2d.				
	Mile Race.			
E. F. Landy, 1st,			10	32
C. H. Chickering, 2d.	177. D.			
	Mile Race.			16 -
B. W. Hanna, 1st,				46 3-4
H. Stewart, 2d,				47 I-4
J. M. Borden, 3d.				

Three-Mile Race.		
C. D. Rhodes, 1st,	10	30
H. Stewart, 2d,	ΙI	30 1-4
H. Y. Davis, 3d,	11	36
One-Mile Handicap.		
E. F. Landy, 1st,	3	18 1-2
J. M. Borden, 2d.	Ŭ	
Two-Mile Race.		
B. W. Hanna, 1st,	7	36 1-2
H. Stewart, 2d.		
Two-Mile Scratch Club Race.		
B. W. Hanna, 1st,		
II. Stewart, 2d.		

#### THE SURREY BICYCLE CLUB.

The annual spring meeting was held at Kennington Oval, London, Eng., April 26, over eight thousand persons attending, although the weather was far from favorable. The principal event was the ten-mile open race for a silver challenge cup, to be won three times before becoming personal property. Not one of the former winners—G. L. Hillier, J. F. Griffith, C. A. Palmer, H. W. Gaskell, or C. E. Liles—was a competitor.

	MIN.	SEC.
H. F. Wilson, 1st,	36	27 3-5
F. Prentice, 2d,		
H H Smith 2d.		

#### YALE ATHLETIC ASSOCIATION.

The sixth spring meeting of the Yale Athletic Association was held May 14, at New Haven.

Two-Mue Duylle Rule.		
T D TT 10	MIN.	SEC.
L. B. Hamilton, 1st,	6	57 3-4
W. Maxwell, 2d.		

#### COLUMBIA COLLEGE.

The annual field meeting of the Columbia College Athletic Association was held May 17, on the grounds of the New York Athletic Club.

# Two-Mile Bicycle Race. C. A. Reed, '84, 1st, 7 59 F. Thayer, '86, 2d, 9 02 1-5

#### YALE BICYCLE CLUB.

The second annual meeting of the Yale Bicycle Club was held on Hamilton Park, New Haven, Thursday, May 29.

Thursday, May 29.		,
One-Mile, 3.20 Class.		
, 0	MIN.	
W. C. Tracy, 1st,	3	26 3-4
Geo. Leffinwell, 2d,	3	27 I-4
W. C. Tracy, 3d.		
One-Mile College.		
L. B. Hamilton, 1st,	3	05 1-5
E. Norton, 2d,	3	10 3-4
W. Maxwell, 3d.		
Five-mile Handicap.		
L. B. Hamilton, 1st,	18	02
A. Palmer, 2d,	18	02 3-4
One-Mile Open To All.		
Geo. M. Hendee, 1st,	3	24 I-2
E. Norton, 2d,	3	26
One-Half Mile Without Hand	ls.	
Dr. N. P. Tyler, 1st,	I	56 3-4
E. B. Kimberly, 2d.		
Club Consolation Race.		
C. Adams, Jr., 1st,	3	40 I-2
E. B. Kimberly, 2d.	Ť	
Two-Mile Handicap.		
W. C. Tracy, 1st,	6	39
R. F. May, 2d,	6	39 2-5

C. S. Fiske, 3d.

#### 

Two thousand people witnessed the Rambler's races at the Union Grounds, Boston, on Memorial day and the meeting was voted the most successful ever held in that city. Nearly a fourth of those present were wheelmen, and the clubs of many towns and cities were represented. The half-mile race, two heats, was won by Charles F. Frazier of Smithville, N. J.; the one mile, three heats, by H. A. Edgerly of Cambridge; the one mile club championship, by N. G. Norcross of the Ramblers; the race with hands off, by H. M. Sabin of Newton; the club handicap, two miles, by N. G. Norcross; the five mile open handicap, by H. M. Sabin; the tandem bicycle race, the first ever run in this country, was contested by two teams from the Ramblers and won by Arthur Whittaker and R. F. Stahl; Frazier won the two mile race; the ten mile was won by E. P. Burnham of Newton; the five mile professional by R. A. Neilson of Boston.

The April issue of the Canadian Wheelman allows Karl Kron a full page in which to explain that his proposed book needs only to secure 3,000 advance subscribers to make its appendix of their names as valuable as the indexed reports of roads. He also writes a note to the editor concerning the new United States customs decision classifying bicycles as personal effects of a tourist, (which was one of the results of his recent trip to Bermuda), and urges that the authorities of the Dominion be persuaded to take similar action. In the same paper, Mr. Donly, secretary of the Canadian Wheelmen's Association, urges all patrons of his own road-book of Canada, for whose pages Kron contributed a 600 mile report, to subscribe for "X. M. Miles on a Bi." Recommendations of "Ten Thousand Miles on a Bicycle" appear in the English cycling journals for Aprilsuch as the Cyclist, the Tricyclist, the Bicycle News, and the C. T. C. Monthly Gazette. The editor of the latter agrees to mail copies of Kron's prospectus to all applicants.

As many readers of the GAZETTE may not yet have received the prospectus of Karl Kron's roadbook, we append the full list of titles: On the Wheel, essay; After Beer, verse; White-Flannel and Nickel-Plate; A Birthday Fantasie, verse; Four Seasons on a Forty-Six; Columbia, No. 234; My 234 rides on "No. 234"; Around New York; Out from Boston; The Environs of Springfield; Shore and Hill-top in Connecticut; Long Island and Staten Island; Coasting on the Jersey Hills; Lake George and the Hudson; The Erie Canal and Lake Erie; Along the Potomac; The Hills of Kentucky; Four hundred Miles; Winter Wheeling; In the Down-east Fogs; Nova Scotia and the Islands Beyond; Straightaway for Forty Days; A Fortnight in Ontario; From the Thousand Islands to the Natural Bridge; The Coral Reefs of Bermuda; Bone-Shaker Days; Crul, the Best of Bull-Dogs; Castle Solitude in the Metropolis; Routes of Long-Distance Riders; The Transportation Tax; Concerning Hotels and Parades; The League of American Wheelmen; Literature of the Wheel.

#### A HOGASTROPHE.

Adown the sloping country lane
The wheelman wheeled him on his wheel,
With speed of a wild hurricane,
As spun the pedals like a reel.

Crouched in a corner of the fence, The ambushed foe lay low in wait, Ready to suddenly spring thence And hurl the victim to his fate.

The wheelman came—"Boo-hoo! oo-hoo!"—
The old hog jumped into the way;
Full ninety feet the wheelman flew,
And wheeled his wheel no more that day.

#### NEW GUIDE BOOK.

The "Canadian Wheelmen's Association Guide Book" contains descriptions of Canadian roads, hotels, consuls, etc., with the constitution and bylaws of the Association. Published by order of the board of officers, April, 1884. H. B. Donly, W. G. Eakins, J. S. Brierly, editors. To members of C. W. A., frce; non-members, fifty cents. This little book of 120 pages, of which ninety-six make up the part devoted to description, etc., is a valuable addition to the literature of the wheel and is an excellent example of what the State Divisions of the L. A. W: might with profit undertake. In their modest preface, the editors request that critics be lenient and "dare veniam, primum experientibus," as the "difficulties they have had to contend with have been many, and the task an arduous one." The greatness of the undertaking is at once apparent in consequence of the lack of models and the inability to secure full and detailed information of the roads of a country which claim the allegiance of only about 600 members to its cycling association. But the information given of the highways most capable of being traversed is in nearly every case sufficient. A map is shortly to be issued to accompany the "Guide-Book," and with it, the selection of a route will be a much easier and pleasanter duty. As it is at present, one unacquainted with Canadian territory might find much difficulty in hitting upon the proper course, and especially is this the case between Guelph and Stratford, where no definite road is given. The following may be quoted as a specimen of the "Guide," insomuch also as the route is part of that which will be traversed by the Chicago cyclists in July:

NEWCASTLE TO COBOURG, reported by R. H. McBride, Pres. C. W. A.-To NEWTONVILLE 5 miles E., fine gravel. A fine hill for coasting just E. of Newcastle, 2 miles further on a very long hill is encountered, good surface and ridable by experienced wheelmen. From NEWTONVILLE to WEL-COME 8 1-2 miles, fine gravel. Just E. of NEWTONVILLE there is a patch of sand impassable to riders, 3 miles further E. there is a beautiful winding hill for coasting. At WELCOME turn S. at toll-gate and run 3 1-2 miles to PORT HOPE. Macadam is now met with and road is poor and rutty. There is some good path riding close to fence, but it necessitates frequent dismounts. Care must be taken in descending the long hill which forms the principal street of Port Hope. From Port Hope 7 miles E. to Cobourg, road is fine gravel, no hills, in full view of Lake Ontario. Ariington Hotel. Rain improves this road if there is not too much of it.

All routes are thus briefly described, but we are sorry to say that in reality only two portions of Canada are detailed—Ontario and Quebec. New Brunswick and Nova Scotia have several clubs, and we see that there are no representatives of the Association in those sections and, consequently, with the exception of Karl Kron's trip, no mention of Maritime Province highways.

The "Guide" contains the officers and members

of the C. W. A., up to April 1, '84, we suppose, as for example the active membership of the Torontos is put at 75 when 100 would be nearer the number; also a sketch of the C. W. A. as well as of the first meet, English, American, and Canadian records, hotels, abridged portions of Karl Kron's "Fortnight in Ontario and Nova Scotia," and various other matters of interest. On the page of Canadian records, we are disposed to discredit the record assigned R. J. McKee in his ride to Bellville. It has been generally supposed that Messrs. McBride and Ryvie accomplished the distance in as good time as McKee, besides a "record" made, as it was, has no right to be accounted one.

In the preparation of a new volume, the editors, to whom the highest credit is due, may well profit by the experience gained in their first venture. The indexing should be a special feature and contain the name of every place mentioned, besides, if possible, the distances between neighboring towns should be scheduled. The proof-reading should be much improved, as there is evidence of hasty work in such errors as "inconvence," "al," "McKiee," etc., for "inconvenience," "at," "Mc-Kee." The binding is capital and, above all, durable. We must congratulate the editors upon their labors and the Association upon the production of the first official "Guide-Book" issued on this side the water, and for the energy and activity in contributing so practically to the encouragement of touring.

#### S. B. C'S. THIRD ANNUAL.

The third anniversary banquet of the Springfield Bicycle Club at the Warwick hotel, Tuesday evening, May 6, was a great success and a most enjoyable occasion, though many of the invited guests were unable to be present. The dining hall was handsomely decorated, and a very elaborate bill of fare claimed the attention of the nearly 80 wheelmen and their friends who were present. The menu cards were very elegant, being on rich silk plush with "S. B. C." in gilt letters on the outside. Several of the out of town men who had been expected to respond to toasts were absent, but most of the vacancies were creditably filled by others. F. A. Egan, president of the Ixion Bicycle Club of New York, was toast master and contrived to keep the company in a roar of laughter a large share of the time. William V. Gilman of Nashua, N. H., treasurer of the League of American Wheelmen, responded briefly to the toast, "The Springfield Bicycle Club," speaking in a very complimentary manner of its past record and of his confidence in its success in the future. The toast, "The L. A. W.," was responded to by Stephen Terry, of Hartford. He said that the League was now firmly established and that its success during the coming year was already assured. Charles T. Higginbotham, vicepresident of the club, answered for the "City of Springfield," Mayor Phillips, who was to have responded, having been obliged to leave early in the evening. Other toasts were: "The Connecticut Bicycle Club," responded to by Captain Chase of Hartford; and "The Greenfield Club," responded to by Mr. Eggleston. Brief remarks were also made by Warren I. Lyman, the oldest member of the Springfield Club, who expressed the hope that the superintendent of streets would sometime be obliged to ride a wheel and so see the need of better roads, and by President Ducker, who alluded to the prosperous condition of the .club, and of the good prospects of success in the coming tour-

#### DEFINING AN AMATEUR.

The National Association of Amateur Athletes held a special meeting at New York, May 24, to consider a proposed amendment to the definition of "an amateur." The Association's former definition read as follows:

An amateur is any person who has never competed in an open competition, or for a stake, or for public money, or for gate money, or under a false name, or with a professional for a prize, or where gate money is charged; nor has ever, at any period of his life, taught or pursued athletic exercises as a

The following was the substitute proposed.

An amateur is a person who has never, directly or indirectly, competed for a staked bet, or for public money, or for gate money, or under a false name, or with a professional for a prize, or where gate money is charged; nor has ever, at any period of his life, directly or indirectly, taught, pursued or assisted at athletic exercises for money or for the purpose of obtaining the means of livelihood, nor has ever sold or pawned any prize received in any athletic event.

The delegates at the meeting were foolishly instructed to vote on the definition as a whole, and as opinions were divided upon parts of it, the whole matter was referred to a special committee. The trouble, it appears, is that certain persons who have claimed to be amateurs have disregarded the definition and are actually professionals in practice. As to the sale or pawning of prizes, while amateurs ought not to make a practice of that, the rule is rather too rigid. Circumstances beyond a man's control might compel him to sacrifice his prizes, and if so, he ought not to be punished for it by being thrown out of the ranks of amateurs.

As a rule, we believe that amateur wheelmen can be placed upon their honor in this regard, but it is well to have the term "amateur" well defined and understood.

#### KINGS COUNTY WHEELMEN

This organization can justly be proud of its standing to-day as a club; originally organized some four years ago with a membership of only eleven men, it has gradually risen to the first ranks. Like most of our successful and foremost bicycle organizations, it has seen its "ups and downs," and has grown at times in numbers, at expense of har mony and good fellowship; but to-day finds the Kings County Weeelmen where it would be our great pleasure to see many sister organizations, incorporated, re-organized, a good balance in the treasury, good officers, and, best of all, a harmonious solid membership of forty men, brought about by re-organization, its membership having during the four years run considerably over this in number; men whom it is a pleasure to meet, who have the best interests of their brother wheelmen at heart, and make the most of their presence with them. Such an organization cannot fail to be active. Their race meeting, to be held June 21, comes at a good time, following as it does the Philadelphia meet of the 19th and 20th, giving our eastern fliers a chance of stopping over at Brooklyn on their way home from Philadelphia, and certainly some will avail themselves of the opportunity. The races will be run on the new five lap track of the Williamsburgh Athletic Club, undoubtedly the best in the State, which we are assured will be in its best possible condition. In connection with the K. C. W. races, advertised in another column, the Brooklyn Bicycle Club and Heights Wheelmen will each run its club championship race of one mile; this will add to the interest of the meeting. Great local interest is taken in this race meeting, and no expense will be spared to make it an entire

success. The grounds and grand stand have splendid seating capacity and other first-class accommodations, and racing men and others can be sure of good care and usage at the hands of the K. C. W., and last, but not least, the medals are a model of neatness and value.

We wish the K. C. W. its share of due success in this undertaking and hope that our racing friends will not let the chance go by to share K. C. W. hospitality.

#### TELEGRAM

Philadelphia, Penn., April 9, 1884.
MISSOURI WHEEL COMPANY, St. Louis:—Express immediately 50 Duryea Saddles, and 50 more early next month.
They sell well.

14\hat{a}\text{62} paid.

I use the Duryea Saddle in all my road rides; also in racing prefer it to all others, and feel confident I can make better time on it than with any Saddle made.

(Signed) E. F. Landy, Cincinnati Bicycle Club.

I cheerfully recommend the Duryea Saddle. Would not ride any other under any consideration, and think the Duryea a great boon for wheelmen. Have ridden over 1000 miles in 1883 on my Duryea. It is the boss!

CAPT. C. F. A. BECKER, Missouri Bicycle Club.

San Francisco, Cal., March 12, 1884.
The Duryea Saddle gives perfect satisfaction. Send one ozen more at once.
H. C. FINCKLER. dozen more at once.

Portsmouth, N. H., March 29, 1884.

MISSOURI WHEEL COMPANY. Gentlemen:—The Duryea Saddle sent me last fall has given me better satisfaction than any of the numerous Saddles I've tried during the past five years. Send three more, per express, immediately.

C. H. HAZLETT.

MISSOURI WHEEL COMPANY. Gentlemen:— We have both ridden the Duryea Saddles bought of you last summer, and think so well of them that we shall ride no other in future. Please send us two new ones for our transcontinental ride from New York to San Francisco. Yours truly, WILLIAM M. WOODSIDE, WILLIAM M. WOODSIDE, WILLIAM J. MORGAN.

The Duryea is the best Saddle made.

T. W. Eck, Champion of Canada.

Boston, Mass., March 4, 1884. Have used the Duryea Saddle exclusively for the past three months, and like it very much.

In four years' riding I have tried all kinds of Saddles, but none suits me like the Duryea; it is par excellence.

HENRY E. DUCKER.

Chicago, May 26, 1884.

I have tried every Saddle that I could get, all kinds, sizes and shapes, but was never truly happy until I received the Duryea, the first one ever used in Chicago, and last season rode about 4000 miles on it. It leaves nothing to be desired. I recommend it on all occasions.

Yours truly, FRANK E. YATES.

From Miss ANNIE SYLVESTER, THE GREATEST LADY TRICK RIDER IN THE WORLD:

2949 Mich. Ave., Chicago, Ill., June 1, 1884.

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Two-Mile Handicap, open to all Amateurs.

Three-Mile Handicap, open to all Amateurs.

Twenty-Five-Mile Scratch, open to all Amateurs.

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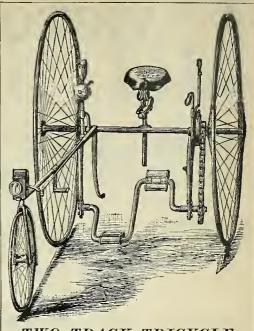
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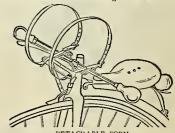
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Vol. II.—No. 3.

SPRINGFIELD, MASS., JULY, 1884.

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# THE SPRINGFIELD BICYCLE CLUB.

THE THIRD ANNUAL

# MEET AND TOURNAMENT

OF THE

### SPRINGFIELD BICYCLE CLUB

WILL BE HELD ON

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# THE SPRINGFIELD WHEELMEN'S GAZETTE.

A JOURNAL OF CYCLING. PUBLISHED MONTHLY.

Vol. II.—No. 3.

SPRINGFIELD, MASS., JULY, 1884.

PRICE 5 CENTS.

#### Terms of Subscription.

One Year by mail, post-paid,	+	-	-	-	50	cents
Six Months " "	-	-	-	-	25	44
Clubs, entire membership, per ye	ear,	-	-	30	cts.	each

HENRY E. DUCKER, - - - Editor and Manager. Chas. A. Fisk, - - - - Treasurer.

Communications must be in not later than the 20th of each month, to secure publication for the following month.

Address all Communications to The Springfield Wheel-Men's Gazette. Make Checks and Money Orders payable to Chas, A. Fisk, Treasurer.

Entered at the Post-Office, Springfield, Mass., as Secondclass Matter.

#### SPRINGFIELD'S THIRD ANNUAL.

THE EVENT OF 1884—HAMPDEN PARK, SPRING-FIELD, SEPTEMBER 16, 17, 18 AND 19—CY-CLISTS' JUBILEE—PLAN OF THE PROPOSED TOURNAMENT.

The Springfield Bicycle Club, who have given the largest and most successful bicycle tournament ever held in the world, proposes to hold a four days' meet in September, which shall eclipse all former efforts in either the new or old world. The club will use its utmost endeavors to give wheelmen an entertainment that can only be seen at *Springfield*, and to make this meeting more than ever the "*Derby*" of cycling for the world.

The plan, which is not yet fully matured, consists of racing on the afternoon of each day, there being eight races each day, none over ten miles, for both amateurs and professionals. Cups of special designs and other valuable trophies will be offered for amateurs; cash prizes for professionals. On the evening of each day special entertainments will be offered for the benefit of visiting wheelmen. On the evening of September 18 a beautiful display of fireworks will be given on the park, equal to or excelling those of last year.

A number of new and novel races will be offered, but few handicap races, as most of the races will be run in classes, for we believe that this is most satisfactory to all concerned, and gives all classes of racing men a chance.

There will be no regular camp this year, but wheelmen may bring their own tents, or hire the same of Thomas Burgin, of this city, who furnished the tents for last year's camp.

The club will offer about \$8,000 in prizes, and will expend nearly \$20,000 on the meet. A fine illustration of one of the prize cups appears on another page. A first-class band will furnish music day and evening. The races will be run on a new and fast one-half mile track, and a breaking of records will be looked for.

The reputation of the Springfield Bicycle Club is so fully established, that everything advertised will be carried out, and without a doubt successfully, as neither time nor money will be spared to make this the great event of 1884, and one to which wheelmen cannot resist coming. It will be an event long to be remembered, and, with fine weather, the tournament of '83 will be left far in the shade.

#### EVERY ONE TO HIS CHOICE.

In this part of the country the opposition of "the cantankerous countryman" to the bicycle and its rider is pretty nearly subdued. He has become used to the "infarnal" thing, and his horse no longer goes into a panic at sight of the once strange apparition. At the West, as one of our correspondents intimates, they take to all novelties as a matter of course, and have never made much fuss over the innovation of men on wheels. Indeed, they calculate upon seeing something new about every day, and if they should hear Gabriel blowing his trumpet, they wouldn't pay much attention to it after the first blast or two.

But there are votaries of other sports or kinds of amusements who affect to despise wheeling as a very puerile accomplishment. A writer in the English Wheel World aims a fine bit of sarcasm at the horsemen who think that "riding to hounds" is a sport which bicycling cannot hold a candle to. He draws a fine picture of a "good hunting run," when a crowd of men and women, who manage to sit upon their horses tolerably well, but couldn't stride a wheel to save their lives, start out with a pack of hounds to murder poor Reynard. They ride about from cover to cover, the dogs, meanwhile, poking about after the problematical fox. By and by the howl begins. Reynard "gits up and gits," and then the fun commences. The people on horseback start to follow the dogs. At the first fence some of them give it up. At the second, more, and so on till only a few puffing fellows, and perhaps a tough lady or two, are following. They chase this way, say, twenty-five minutes. The horses are blown, the riders hot, and the dogs raising a perfect pandemonium of noise. Ahead the fox appears, and the poor creature is about used up. His tongue hangs out, hot and parched; his limbs are failing; his terror-struck heart has quailed. The hounds are close upon him. He tries to leap a wall, and fails. Falling back to the ground, the pack is upon him. They tear him limb from limb, rend his flesh into shreds, and before the gallant riders arrive half a dozen dogs are fighting over a bloody, shapeless mop of bones and fur. This is sport! Looking at a pretty chromo of the field, with the picturesque costumes of the riders and the fine action of the horses and dogs, all over green fields and under blue skies, and reading the delightful accounts of the run in the sporting paper, and learning who was awarded the brush and the mask and the pads and all that, it seems very fine; but, in reality, it is little better than murder, a sport of savages, handed down from the days when the gentlemen were all butchers.

Thank goodness! We have little of such sport in this country, and the attempts to introduce it by the Anglo-maniac dudes at Newport have deserved and received nothing but public ridicule.

As compared with the sport of horse trotting and racing, it remains to be seen whether cycling contests will not continue to be more popular. Certainly there is something quite as inspiring in a contest of intelligent men as in a race of hard-driven horses. Yacht racing, in which many good people are interested, has its limitations, and the yachtsman has no reason to despise the cyclist. It is the boat builder and rigger that has more to do with his success than any skill or exertion of his own. Boating and canoeing are also limited, because boats and canoes are impossible where there is no water. In the intelligent use of muscular force they come nearer to bicycling than any other sport.

The wheel has been subject to a good deal of ridicule because of the superstition that every wheelman is destined at some time in his career to have his head broken or his shoulder dislocated. But don't the people who "ride to hounds" sometimes get ditched, and have their horses roll over them and break their legs and arms? Don't the yachtsman and the boatman and the canoeist occasionally get capsized and drowned, or narrowly escape with their lives? Doesn't the base-ballist now and then get doubled up with a ball in the pit of his stomach? Why, even the gentle and unsophisticated croquet player has been almost ready to die for a knock upon his favorite bunion. Too much has been croaked about the dreadful "header." It is a danger, to be sure; but there is danger even in eating one's dinner. Shall we ridicule people who eat, because persons are sometimes choked to death with an unmasticated and misguided piece of beef?

The wheel has a good defense against all the objections that can be brought against it. If it has some dangers, it has more advantages than any other means of sport, amusement, and recreation that can be mentioned. It is not cruel; it interferes with nobody's rights; it goes everywhere, and fast or slow, as its rider dictates; it requires no food; its broken limbs can be mended; it never has the heaves nor the glanders, and if it sometimes brings about the fall of man, it never can be accused, as man has been, of total depravity.

#### FROM LAND'S END TO JOHN O'GROAT'S.

The longest stretch which the English wheelman can make is from Land's End, the extreme southwestern point of England, to John O'Groat's house at the extreme northeast corner of Scotland. The distance is reckoned about 925 miles. This run has been made by many wheelmen and up to last month the best record was that of James Lennox of Dumfries, Scotland, who made it in ten days, one of which was devoted to rest. On Saturday, the 17th of May, I. H. Adams, riding a 46-inch Facile bicycle left Land's End and reached John O'Groat's house on the following Saturday, just fifteen minutes before the hour that he left Land's End, that is, he made the 925 miles in six days 23 3-4 hours. On the last day he made 197 miles. The route must have been somewhat circuitous and would correspond pretty nearly to a ride from Springfield, Mass., to Cairo, Ill.

#### EVIL IN AMUSEMENTS.

At a recent meeting of the Baptist ministers at Boston, the subject of "Amusements" was up for discussion, and elicited a lively and protracted debate. Rev. Dr. F. M. Ellis, Rcv. G. E. Merrill, and Prof. Gould took the ground that the church should not lay such amusements as theater-going, dancing, billiards, and card playing under an indiscriminate ban, but should point out what is evil or of evil tendency in each, and oppose the evil, but commend the good. Otherwise, they urged, Christian people not only throw away their opportunity of elevating and purifying these amusements, but also fail to retain their influence over the young. Other speakers were of the opinion that evil is so inextricably bound up in these amusements that the only safe course is to avoid them altogether. We have no occasion here to defend any of the amusements above mentioned, but we have heard similar objections urged against bicycling; that the races lead to gambling and betting, and all the evils which attend horse racing and other contests of speed and strength. The same objection might be laid against a Presidential election, but these good people probably would not advocate avoiding Presidential elections altogether, because some people abuse them by betting on the results. The way to put an end to such abuses is not by removing the pretexts, but in going deeper and curing the evils themselves. There is nothing wrong in bicycling, nor in billiards, nor in card playing. The wrong lies in the persons who pervert them, and, unless they can be persuaded to abandon their wrong practices, the extinction of every kind of amusement would make no difference. If nothing were left to bet upon, they would be found laying wagers upon the end of the world.

#### TOURNAMENT FAILURES.

THE VALUE OF ADVERTISING.

The Quaker City Bicycle Club held its first annual tournament at Philadelphia, June 17, 18 and 19, which was the second largest tournament ever held in this country, and like its predecessor, the Springfield meet, was a financial failure. The races were fine, the weather delightful, and everything requisite for a big success. The management was perfect, except in one respect, i.e., lack of advertising. And while upon this subject, word comes from England that the great Muswell camp and meet at London was a big failure, losing some \$3,000, while the Philadelphia Club loses, it is estimated, from \$10,000 to \$15,000.

The two spring meets were a failure other than financially. The Philadelphia meet had in the three days' attendance less than 5,000 people, and the slim attendance must be laid down at the managers' door for hiding their light under a bushel; and a few words here may not be amiss to clubs proposing tournaments in the future.

The Springfield Club owes its success, first, to the getting up of a good entertainment, excellent management, and a hearty co-operation of its members; second, to its liberality in advertising. On the occasion of its first meet, held September 20, 1882, the Springfield Club gave \$1,200 in prizes for one day and spent \$1,000 in advertising, and cleared upwards of \$700, about 12,000 people attending. The last meet, held September 18, 19 and 20, 1883, was attended by nearly 50,000 people, and was a big success every way except one, i.e., the club undertook to run a hotel on the park, and, by guaranteeing the camp and caterers their money, that part

cost the club \$6,200, the tournament proper clearing about \$3,000, leaving a deficit on the camp account of about \$3,200. And you ask what made the meet such a success? The answer is that we had a first-class entertainment, the best that had been given up to that date in the world. We knew it, and was bound that the outside world should know it; and while we gave \$6,000 in prizes, we spent \$4,400 in advertising, which was the key to our success.

Gentlemen of the wheel, you cannot run a tournament and have it a success without a liberal outlay for advertising. We do not mean that you must spend your money just to advertise, but you must spend it in judicious advertising. Use judgment and discretion; don't put an advertisement in a paper that no one will see, costing you, say, fifty or seventy-five cents an inch, when a displayed one, costing you a trifle more, will attract the attention of the reading public; and don't advertise more than you have, but, on the contrary, advertise less. The Springfield Club always had and gave more than it advertised. The public and wheelmen know that if we advert's ever so large an entertainment, the tournament will be still larger. Always plan to give the public their money's worth. Do as you agree; then advertise in the right manner, and your cup of joy will be full, with plenty of cash in the treasury. But don't undertake to keep a hotel, at least until you know how; then, when you know how, advertise that, but not until then.

#### AN AMERICAN BREAKS THE RECORD.

One of the best known wheelmen in the early cycling history of America is Mr. George F. Fiske, a prominent physician of Amherst, Mass., who for several months past has been touring in Europe on his bicycle. He recently completed a tour of over 1,000 miles continuous riding, without taking a train, wagon or steamer, riding between and visiting Leipzig, Dresden, Prog, Pilsen, Munchen, Nurnburg, Coburg, Jena, and many other places, covering the entire distance on a 48-inch Expert bicycle. He competed in a number of races held in the cities visited, and at Leipzig won first prize in the mile consolation race. His greatest feat, however, was accomplished June 3, when he covered 205 English miles inside of twenty-four hours, riding until 11.40 P. M., his course being over the road from Leipzig to Dresden. By the accomplishment of this feat Mr. Fiske excelled the 24hour record of every country, England excepted. -Boston Globe.

#### A DRINK AT THE PUB.

Most people prefer to keep out of jail, but there are some disadvantages in not being acquainted with the institution. Premising that Englishmen spell jail g-a-o-l, that they call a beer saloon a "pub" and that governors keep jails in England, we quote the following amusing incident from the Cycling Times of London. It appears a tricyclist from London had put up at a Coventry hotel and rising very early and not succeeding in getting anything to drink in the house, he sauntered about in search of an early pub. Near St. Michael's church he espied a large crown on the top of a lamp, hanging over a door, which he took as the sign of the Golden Crown. A woman was cleaning the steps, the door was open, and a pretty good-humored-looking man was there, who was naturally taken to be the landlord. To him spoke up the tricyclist, "I'm awfully thirsty;

conldn't get a drink at the hotel; been riding on a tricycle from London; don't yer know, now, where could a glass of ale be got?" The landlord's face changed instantly to one of merry humor, and with a kindly "Follow me—I can supply you," entered the house with the tricyclist close at his heels. "I don't want you to run any risk on my account," said the wheelman, "serving before hours, you know." "Oh, I'm running no risk," was the reply; "this is the county gaol, and I'm the governor!"

This was a surprise which almost quenched our wheel friend's thirst, but he followed the kindly governor into a little room, where in a few seconds a jug of magnificent Northampton ale and a glass were placed before him, and he satisfied his thirst under circumstances never likely to be forgotten.

#### GEARED WHEELS.

We have received the following communication from a well known wheelman, and, as he wishes racing men to express their opinion upon the subject of gearing up, we freely offer the columns of the GAZETTE to those who care to discuss the subject:

Editor Springfield Wheelmen's Gazette:

I have recently examined a new speed and power gear for tricycles that seems to have several points of superiority over anything now known. I am familiar with everything exhibited at the Stanley and Speedwell shows; have examined all United States patents for such gears, and speak as a practical mechanic.

What interested me particularly and leads me into print, is the fact that the inventor has applied it to bicycles with a view of a racing machine. He says, with some reason, that the tendency is to permit machines with speed gears to compete with ordinary machines on equal footing, evidently referring to the American Star, which is permitted to enter open races the same as other machines. He admits that a speed gear makes it simply a trial of brute strength vs. activity and skill, with the chances in favor of strength and the speed gear. He claims that crank machines as beretofore made with speed gears have been only partly successful, because of their great weight and friction. In this, bowever, the gear for speed only, as applied to racing wheels, adds but 5 1-4 pounds to their weight, and can be put into any racer by putting in a new axle. The action is very simple and direct, with less friction than any other gear; it is entirely out of the way, and out of sight also, viewing the machine from one side, as it is between the hub flanges, and but 4 1-2 inches in diameter. The special features are that it does not interfere with the use of the machine as a direct crank action, and when so used does not cause a particle of extra friction, and, strange to believe, drives the wheel by a continuous power, doing away with the dead centers of the cranks. It can be put in action or changed back to the direct crank movement instantly without slacking speed or moving a foot. In private trials over a rough race course for horses, and with the gear applied to a heavy roadster, two different riders who tried it made better time than they ever did on better tracks and racing wheels.

Suppose a good muscular rider appears at Springfield this fall with this gear applied to a racing machine, be can do as well as his competitors without using the gear (except he carries 5 pounds extra weight), until he gets tired of the quick stroke necessary to keep his place, then all he has to do is to touch the shifting devices, take a slower stroke, lift on his handles, and sboot forward at a pace only controlled by the resistance of the air. He can use the gear for spurting on the most favorable parts of the course, and the direct crank up grades or against the wind.

A rider with this gear can bring up the rear until on the home stretch, and then put it in action and cross the line in spite of better men and machines not geared up.

There is no justice in permitting geared machines to compete with those not geared, and the sooner the proper authorities recognize this the better it will be for all concerned.

Last season when at Springfield I thought with many others that the conditions named with the Pope cup were too exacting, but now I believe they are right, except that lever machines should have the same chance as cranks.

The only restriction I would put on racing machines is to insist that none should be used with any of the various devices to enable one to ride a wheel larger than his proper size, or by

which a full stroke of one foot can turn the wheel more than half way around.

If some restriction is not made we shall soon have geared crank machines as well as those we now have with levers, and then the various makers will introduce gears of their own until the question of the best man will be lost in that of the best gear, as well as the expense of machines, and repairs greatly increased, and the value of our present records destroyed.

I suggest that your club invite racing men to write you their opinion as to whether speed gears of any kind should be permitted to enter open races or not, and that you act in accordance with the will of the majority in making up your programme for your next race.

FAIR PLAY.

We must confess that we cannot take sides with "Fair Play" on the question of gearing up; it is a positive loss of power, and has so been proven that, to increase the speed by any means of gearing up, more power is required to drive a 50-inch wheel over a certain number of yards than an ordinary crank wheel, to say nothing of the extra weight to be carried; it has been the aim of mechanics since the world began to find some way to gain power, but so far all have failed. That we have gained in the application no one will deny. The popular differential pulley blocks of to-day enable one man to raise 4,000 pounds, but what has a man gained? he has in reality lifted 4,200 pounds, or, in other words, to raise the 4,000 pounds one foot, could he lift the load in 10 pound lumps, he would be only obliged to lift just 4,000 pounds, but with the pulley he has the load to lift and the friction of the blocks, amounting to about 200 pounds more. The same applies to all wheels that are geared up; it requires more pounds pressure to propel the Star one mile than the crank wheel, and if a man was so constructed that there was no end to his strength, of course the geared wheel would win. Locomotives are built in this country that run under 160 pounds pressure; the boilers are made of steel, with a very large fire box; these locomotives will draw a train of cars up a grade of 500 feet in fifty miles in just the same time as it would take to come down the grade; and could we take a man, on the same principle, and have him hold the extra strength or power required to drive the geared wheel, then there would be an advantage; but, on the other hand, the only help that a racing man can derive in having a wheel built, is to have as little weight and friction as possible, and no system of levers or gears will ever be devised but that some power must and will be required to drive the same. All of which must tell on a racing man.

The limit of a man's power seems to be reached upon a 54 to 56 inch wheel, and to increase the size of wheel means the loss of speed at an increased amount of power required to propel the same. We think racing men have nothing to fear at present from geared wheels. On tricycles we have them geared down and then we gain power at a loss of speed, and just so with gearing up; we gain speed at a positive loss of power, which will not answer for the race path.

#### A WILD RIDE.

May, beautiful May. Ah! noble monarch of the sky, just rising in thy splendor—fateful, indeed, couldst thou but speak, dare we but divine, are those sanguinary rays, thrown out with such munificency!

Nestled in among the hills, which rise in solemn grandeur like some grim guard, sleeps the pretty hamlet of G—, some good twelve miles out from Cincinnati. In harmony with the general surroundings, a peaceful flowing stream skirts the town on the east, hemmed in by high overhanging bluffs.

The arrangement of the burg is unique. No use have the villagers for an intricate net-work of streets; one broad highway leading down from the heights above suffices for all. This highway ends rather abruptly at the river's edge, not on a level with the waters, but away up on top of the highest bluff, which the villagers romantically christened "Crows' Nest." Here there has been erected a gate bearing this legend: "The End."

The end of what, you ask? Why, the street, of course; but stay one moment—raise the bar, swing aside the door, take five steps forward, then—stop!—one more, and I wager you will say with me another would have carried you through the veritable gates of perdition, and been the final end for you.

The day had been one of great rejoicing in G—. The home bicycle club, styled the "Experts," had succeeded in carrying off the laurels from the visiting club, the "Cylones." Will Maillew, of the "Experts," son of the village chemist, was the hero of the day. Mounted on his superb metal steed, he had eclipsed all previous efforts, and proudly wore the ensign of honor. In company with Clarence Lee, he had quietly wheeled apart from the throng, anxious to escape the laudations of praise so liberally bestowed on him from all sides.

To the north of G——, away up above the clouds, as it were, the county reservoir is located, a mountain of masonry, an immense basin of water, confined by solid walls of rocks, built to withstand the ravages of ages, and the pressure of any improbable amount of aqueous matter. Ah, frail humanity, know that the Almighty has but to crook a finger, and a thousand worlds must tremble!

The boys had, by dint of hard work, sometimes dismounting, then again riding, succeeded in arriving at the summit of the hill. To the right, on one side, situated in a sort of declivity or sluice, as it were, part of the reservoir wall is located. Shaded, as it is, by large boughs projecting from overhanging trees, it was certainly a very inviting spot on a hot day, and to this cool retreat the boys unconsciously wheeled.

"Strange I never noticed the dripping of water from between the crevices of rock at any of my previous visits," observed Will, carelessly throwing down his wheel on the damp grass, and then assuming a recumbent position alongside.

"Something wrong, I'm afraid," suggested Clarence, attentively regarding the parts of masonry, out of which the moisture was oozing in astonishingly large quantities.

"Wrong! My God! yes—look!" exclaimed Will; and then, with eyes strained and limbs paralyzed, they watched and saw—what? Death!—death to them, and the whole valley beneath—for there, before their very eyes, that solid mass of masonry was slowly giving way; the numberless million gallons of water, confined but a few paces in advance, would soon join hands with its sister stream, flowing by in quiet solitude below.

Danger, at last, revived them. What to do, a second glance told them both. Not entirely for themselves did they fear, but for the lives of the villagers they had just left below.

Ill-fated G——! Unless timely warned, thou must perish—not alone thy households, but thy fathers and thy mothers and their children. Not a moment was to be lost; so instantly righting their wheels, they dragged them to the banks above. This done, they ascended by means of a

ladder, which had been erected on the side of the wall for the convenience of workmen, to the top of the wall, leaving their wheels behind.

Warned by a similar calamity a good many years previous, the municipality had had erected on the top of the wall an alarm bell, the ringing of which was intended to inform the villagers of just such an impending disaster.

To reach the bell was but a moment's work; but the rope—where was it? Alas! long years of idleness and exposure to the ravages of the weather had succeeded in completely effacing all traces of such a useful appendage. Despair settled on the faces of the disheartened twain, but for an instant only; then, with a few hurried instructions to Clarence, cautioning him to immediately repair to the pumping shed and obtain a rope at all hazards, Will retraced his steps, descended the ladder, and, mounting his wheel with a determined air, he guided his wheel in the direction of G——.

Brave boy!—worthy thy name to be emblazoned in letters of fire, and swung from pole to pole in a banner of perpetual light! From beginning to end the road was one steep declivity; but, far from being daunted, Will drove down the pedals on his machine with a revengeful thrust at each revolution.

Faster and furious he flew. A dark cluster in the distance he surmised to be a knot of men. In a trice he was up with them. "Fly—hills—reservoir—broke!" was all they could distinguish as he darted by. He soon passed the now deserted race track; another minute, and the town's outskirts were reached. The people had seen him coming from a distance, and, assembling, had congratulated themselves with an exhibition spurt. "Back; give him space." "Brave Will Maillew!"

Ha! he waves his cap with one disengaged hand. "Away—fly! The dam's broke!" And he was gone.

Thank God! he was understood. The cry was taken up, echoed and re-echoed; but still Will sped on. He had undertaken to save the whole village, and his task would not be completed until "Crows' Nest" gate had sent back the echo of his warning cry.

In the meantime Clarence had succeeded in attaching a piece of rope to the old bell, and was by this time making the village ring with resonant convincing notes of alarm.

The goal would now shortly be reached. Ha! why this second cry—why this halt among the fleeing multitude? Look back—no wonder! Will, with head and shoulders bent low over his handlebars, neither looking to the right nor left, and repeating at short intervals his warning cry, did not see that not more than fifty yards ahead, the very point at which he seemed straining every muscle to reach, the gate at Crows' Nest Point loomed up solemnly in the fading twilight. Closed was it? No! wide open—carelessly left so by some idle gazer. Too late! Will looked up only when the portal's shadows glanced across the track beneath his eyes.

Poor boy!—sacrificed that others might enjoy the blessing of that which you gave for them!

One look of distinguishable despair Will cast back at the awed assembly; then down—down—

"Consarn you! Stop it, I say. Will Maillew, if you persist in shoving your pedal projectors into my stomach, I'll insist on polluting the waters of the reservoir with your disreputable carcass."

These words aroused me, and, opening my eyes, to my utter astonishment they met those of Clarence Lee, whose defiant attitude betokened anything but a peaceable determination. I struggled to my feet, felt carefully for broken bones, looked anxiously around for the dismembered pieces of my shattered wheel, but in vain-only the damp gray walls of the reservoir wall stared me in the face. In a trice I realized the situation. There was such a beautiful town called G-, wherein I lived: there had been bicycle races that day, and, furthermore, I had acquitted myself with glory; nor was my ride up the hill to the county reservoir a hallucination. But my ride back, and the breaking of the reservoir dam? No, thank heaven!-no. They had only been the dreamy flights of an enthusiastic wheelman's brain.

W. M.

#### AUSTRALIAN WHEEL LITERATURE.

[The following contribution to the "Literature" chapter of "Ten Thousand Miles on a Bicycle" was mailed to Karl Kron on the 23d of April by one of his subscribers at Melbourne. As the book itself will not be ready for some months to come, its publisher has kindly placed the article at the service of the GAZETTE.]

The cycling press of the Australian colonies has, although brief, a history of its own. It is a somewhat peculiar fact that this particular class of newspaper originated in and still continues to emanate from Melbourne, Victoria; but this is no doubt attributable to the predominancy of the wheel in that colony. The pioneer wheel journal of Australasia was The Bicvile, which first saw light on January 19, 1882. It comprised eight pages, and was published on each alternate Friday; and we venture to say that the eighteen numbers which were issued performed signal service for the wheelmen of the colonies. A local journal of the kind was what was required at that period in order to give the sport an impetus, and at the same time to foster it carefully and diligently; and in this direction The Bicycle, from all accounts, was eminently successful. In the establishment of that serialette, its proprietor and editor, Mr. T. A. Edwards, exhibited considerable pluck and enterprise, and the sport owes him a debt of gratitude for his timely efforts on its behalf.

On the 14th of September of the same year The Bicycle was discontinued in favor of The Australian Bicycling News, a twelve-paged paper that was projected on the 11th of May previously, and which made its appearance on the same days as the pioneer paper. It was the property of "The Australian Bicycling News Company"; and, although it had no recognized editor, Mr. H. C. Bagot, the Melbourne agent for Messrs. Singer & Co., of "Challenge" notoriety, was very generally believed to fill that position. The journal enjoyed a favorable career, and it was not until after thirtytwo numbers had appeared that it changed hands and title simultaneously. This took place on the 16th of August, 1883, when Mr. W. H. Lewis assumed the proprietorship and editorial responsibilities, the paper appearing under the more comprehensive name of The Australian Cycling News. After two numbers had been published, its size was increased to sixteen pages, and in this form it still continues to make its appearance each fortnight, under the guidance of the above-named gentleman.

Christmas last witnessed the advent of *The Australian Cyclists' Annual*, edited by Mr. J. P. Russell,

its chief claim upon the attention of antipodean wheelmen being that it was the first periodical of the kind that has been compiled in the colonies. It contained some sixty pages of letter-press, which comprised articles on how to learn to ride a bicycle, training, etc.; a diary for the use of tourists; a club directory; a road guide; the rules of the A. C. U., and some tables of the fastest times on record in the world. The fault, and not the only one, of Mr. Russell's book is that it is too English; for it is lacking, to a distressing extent, in information pertaining to the wheel in Australia.

The ordinary daily press bestows very little recognition on the sport. It prints occasionally accounts of race meetings, and also inserts the weekly fixtures; but beyond this its notice ceases. No public encouragement is offered, as in the case of cricket, football, and other athletic pursuits. The weekly press, however, is somewhat more liberal. Of this section The Australasian devotes about a column to "Wheel Notes," which are contributed by "Roadster," and The Sportsman sets apart a small space in order to chronicle the doings of the Victorian wheel world. The Melbourne Bulletin has a "Cyclists' Column," which is edited by "Ollapod," who contributes to each issue an amount of news varying from one to three columns. It must be borne in mind by American riders that the history of the 'cycle in the colonies dates only some five or six years back; so that in the course of a short time it is probable that the wheel press will have become extended in the Southern hemisphere; and we trust in all sincerity that that time is not far distant when several weekly journals will be issued upholding and fostering the sport amongst our antipodean brethren.

### Correspondence.

ELKHART, IND., June 20, 1884.

Editor Springfield Wheelmen's Gazette:—Interest in wheeling is daily on the increase in this city, and prejudice and opposition have been nearly done away with. Our club takes regular runs, so far, on Sundays only.

Two of the club members attended the L. A. W. meet at Chicago on the 30th ult. They report a pleasant time, and were well treated by the Chicago Club, whose rooms they made their head-quarters.

Our roads, of course, are not to be compared with the Chicago boulevards and park runs, but, nevertheless, we find considerable sport in path riding in the country, and outskirts of the town.

The captain and secretary, and one non-club member, who, by the way, is a great "blow hard," participated in an interesting run the other dayinteresting to the two first named, at any rate. All of the club members withdrew ("on the quiet") to give the captain and secretary chance to down the "brag." The first six miles of fair running the "blow hard," whom we will call Mix for short, kept pace with them very well; but, as the running grew worse, began to lag, and when the boys arrived at South Bend, seventeen miles, Mix was about three-quarters of an hour behind. The boys waited for him to come up, and rode out together to Notre Dame College, returning by train in the evening. Since the trip he has been "laying quiet "-stopped blowing altogether. He will perhaps put in his time practicing up, and may surprise the boys at some future time.

SECRETARY,

#### FROM AN ENGLISH WHEELMAN.

LONDON, June 9, 1884.

Editor Springfield Wheelmen's Gazette:

Whitsuntide has passed, and the fate of the "Grand International Cyclists' Camp and Race Meeting" is known. In a word, the camp was a complete frost. The promoter was the president of a third-class tricycle club in the south of London,-an individual unknown to cycling fame,and the preliminary business was very energetically done by the secretary of his club and two or three friends. No effort was spared; the amount of money spent in advertising, and providing prizes, was very large, from a British point of view. And although the prominent bicycle clubs generally ignored the affair, no less than thirty clubs, comprising bicycle and tricycle clubs around the metropolis and a good number of provincial organizations, promised to attend the camp officially, irrespective of the large number who would not promise to attend officially, but "had no doubt some of their members would attend individually." So far, all seemed fair. But the camp at the Alexander park collapsed from exactly the same causes as led to the heavy loss over your camp at Springfield last year. The tents were erected; the arrangements perfected on a liberal scale; every imaginable requirement was provided for. But the men came not. As at Springfield, so here; promises were made only to be broken, and, as no money had been paid in advance, the promoter was the loser. A writer in our magazine - The IVheel World-had cautioned the promoter of this very thing, months ago, and advocated payment for camping in advance, and the event justified his prognostication. Out of the thirty clubs, only three performed their promises to attend; they were the promoter's own clubs-the "Wantsworth T. C,"-and the "Holborn Cycling Club," and the "North London Tricycling Club"; the last being the principal three-wheel organization on the north side of the Thames.

But although the camp itself was a distinct failure, the race meeting, which extended over the Saturday and Monday, was highly successful. On the Saturday, bicycle and tricycle handicaps provided entertainment for a good number of spectators. There was also a scratch race on sociable tricycles, for which three very representative couples started; Rucker and Letchford retired in the first mile, and the race which ensued was described as the most exciting that has ever been run on tricycles; the contestants were H. N. Corsellis,-the crack racer of the year,-with H. J. Webb, who rode a beautifully light "Salvo" racer made expressly for the race, and A. J. Wilson ("Faed,")-an experienced sociable riderwith J. H. Pallin, a bicyclist, on an ordinary "Invincible" roadster sociable borrowed for the race. The latter couple were looked upon as likeliest to win, Wilson having more power over the steering than Corsellis; but on the previous night he had been sent a howling cropper, through the tire coming off his racer, and his leg was so badly cut about that he only started to make a field. To everybody's surprise, however, the "Invincible" riders made a magnificent race, leading at a fast pace till two laps from home, when Corsellis and Webb put on a fine spurt and soon gained twentyfive vards lead. The others were not beaten yet, though, for down the back stretch they went flying along, and caught the leading pair as the last lap was entered. A neck-and-neck struggle now took place, the two machines flying round the track

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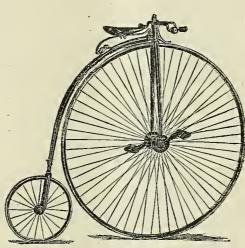
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We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

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#### Sale and Exchange.

We propose to open a department of sale and exchange for the convenience of our readers, in which their wants may be made known at a trifling expense. It often occurs that a wheelman wishes to exchange or sell his machine, or a new-comer wishes to purchase a second-hand wheel. This department will offer the desired facilities. The charge will be one cent per word, each insertion, cash with the order. Initials and abbreviations count as words. The following example shows the style:-

52-INCH BICYCLE (bright except spokes), Æolus balls, both wheels, hollow forks, movable step, long-distance saddle, King of the Road lamp, stand, etc., \$50; cost \$50 last year.

Such an announcement would cost 32 cents, each insertion. We believe that this feature may be made very useful.

#I IO WILL BUY a 50-inch Expert Columbia, which is months. Painted black, with gold stripes and nickel trimmings. Long distance Saddle, Hill & Tolman Alarm, Bundle Carrier, etc. N. E. GRAHAM, SANDY LAKE, PA.

FOR SALE AT A BARGAIN—48-inch Columbia Expert Bicycle, full nickeled, very little used, good as new, perfect order; also Acme stand, \$3.00 Bell, Lock and Chain, etc., \$100, cost \$150. S. H. GOODWIN, ONEDA, N. Y.

WOULD EXCHANGE my 6 weeks summer vacation for 4 days at Springfield in September.

FOR SALE—52-inch all bright, Harvard, balls to both wheels, somewhat out of repair, \$75.
54-inch "Special Columbia," ball bearings, painted, in good condition, \$65.
50-inch Harvard, painted, balls to both wheels, cradle spring, adjustable long distance saddle, egg shape rubber handles, in good order, price \$70.

Address E. N. BOWEN, FREDONIA, N. Y.

OST—September 18, 19, 20, 1883. A Good Time was attendance. Will be there this year.

FOR SALE AT A BARGAIN—One 48-inch Columbia Expert Bicycle, full nickeled, as good as new. S. H. GOODWIN, ONEIDA, N. Y.

FOR SALE—One 52-inch full nickel (except rim) American Club Bicycle, ball bearings to both wheels, been run about 200 miles, nearly as good as new, cost new, \$152.50, will sell it for \$120 cash.

MARTIN BRECK, SPRINGFIELD, MASS.

FOR SALE—But not this year, the excellent time I expect at Springfield in September, 1884.

FOR SALE—One Victor Tricycle, 1883 pattern, excellent order, has not been run more than 150 miles. Price \$115. ALBERT CHAPIN, BOX 335 SPRINGFIELD, MASS.

FOR SALE—One 50-inch full nickel Special Harvard, good as new, only used a few times. Price, \$120 cash.
LOUI TAFT, Springfield, Mass.

STOLEN—By the attendance of my employer, at the last Springfield Meet, a golden opportunity to witness the greatest cycling event of the year '83.

FOR SALE—54-inch Star, full nickel (except felloes), in good order, cost \$110, will sell for \$85; a bargain.
G. L. MALLERY, Noblesville, Indiana.

EXCHANGE.—Would exchange my photograph with my Springfield girl at the Grand Tournament, September 16, 18, 19, on Hampden Park, Springfield, Mass.

FOR SALE—A 48-inch English Club Bicycle, all nickel except felloes, which are black with gold band; made to order for owner; a remarkably easy-running machine, and guaranteed to be in first-class order; a bargain for any one wishing a fine machine at a fair price.

Address E. H. FOSS, CAMPELLO, MASS.

WANTED—Some one to take my place so I can attend the great meet at Springfield, in September.
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# Springfield Wheelmen's Gazette

THE GAZETTE will be published monthly at Springfield, Mass., to contain from sixteen to twenty-four pages, as occasion may require; the number of pages will not be limited, but as we are going to print all of the news, we shall increase the size to twenty-four pages during the wheeling season, thereby giving more reading matter in one month than is generally obtained in most of the weeklies. The GAZETTE will be under the same general management as that of last year, whose aim will be to make the paper attain a higher sphere in journalism than that hitherto reached; it will be national in its character, furnishing the news in a compact and wellclassified form, a firm upholder of the League of American Wheelmen, and an able exponent of the ideas and wishes of gentlemanly amateurs-such a journal will the GAZETTE endeavor to be, and one which wheelmen will look forward to each month with pardonable pride.

The GAZETTE, typographically, will be of the best, being printed from new type and electrotype plates on a fine, supersized and calendered paper, with occasional illustrations of prominent wheelmen and racing men.

The GAZETTE will aim to foster the large tournaments now in preparation throughout the country, and will endeavor to keep wheelmen posted as to the doings of the largest and most successful bicycle clubs, thereby stimulating the smaller and weaker clubs to activity, increasing wheel knowledge and spreading the feeling of good fellowship now existing among wheelmen.

In order to increase the circulation of the GA-ZETTE to large proportions, we have made very low rates, and expect to have an army of cyclists on our list that will be a credit to the wheeling fraternity. Our terms are as follows:

One year, post-paid, - - - 50 cents. Six months, post-paid, - - - 25 cents. Single copies, - - - - 5 cents.

Advertising rates as follows:

One page, per month, - - - \$30 00 Half page, per month, - - - -Quarter page, per month, - - - 10 00 One inch, per month, - - - -

Bicycle clubs whose entire membership subscribe, per year 30 cents each name. Special rates to agents and dealers Agents and dealers are requested to keep copies on hand for sale.

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#### SPRINGFIELD WHEELMEN'S GAZETTE, SPRINGFIELD, MASS.

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dead level, amid a scene of the wildest excitement; at the bottom corner, Corsellis's crew got round first, but instantly Wilson steered out and-ably seconded by Pallin-put on a terrific spurt, drawing up a foot to the good, and just beating the London T. C. couple by that distance. The time for one mile was 3min. 35sec., and for the two miles, 7min. 3 4-5sec., both of which are the fastest on record. Monday's racing produced a crowd of spectators such as has never been seen before at a cycle meeting in the metropolitan district. The racing again was excellent, although but few bicycle fliers had entered, the interest centering chiefly on the tricycle events. The "International" tricycle challenge cup was won by Lee of the Sutton B. C .- an ex-bicyclist who has vastly improved in tricycling this year; this race was simply ridiculous in its funereal aspect, the three contestants riding in Indian file as slowly as in a meet procession, all reserving themselves till the last lap. The other scratch race was on tandem tricycles; and this resulted in Cripps and Corsellis winning; doing the three miles in 9min. 32 2-5 secs; the last lap (onethird of a mile) being covered in 55 2-5 sec. A. J. Wilson and G. Smith made a game effort to win, but were beaten by some 5 yards. The time is the only record for 3 miles on a tandem, but the two miles record was not touched; this was made a week before, by Wilson and Smith, 6min. 8 4-5 sec. These tandem tricycle races are already demonstrating that this form of double is faster than the best single tricycle, though it has long been known that side-by-side sociables are much slower than singles.

On the road, thirty miles were ridden, on May 31, by Sinclair and Hine on a tandem tricycle near Edinburgh, in 1h. 48min. 40sec., which is very much faster than the single tricycle record.

The John O'Groat's fever has been raging again this year. One Adams—a powerful young fellow in the employ of the Facile makers—rode the "longest straightaway journey in Britain," from Land's End to John O'Groat's, in one week, with just fifteen minutes to spare. The best previous ride over the course was done in ten days, so that even after making allowances for Adams being exceptionally favored by wind and weather, and having pace-makers to help him, his performance is very remarkable. The distance is 924 miles, giving an average of 132 miles per diem.

Reverting to the camp, 1 must say that it was very pleasing to note the hearty reception accorded to Cripps, the Nottingham crack, who made his first appearance in the London district. He was fortunate enough to win five prizes, and became immensely popular with the crowd. Another visitor from the country—Clark of Eastbourne—also had no occasion to complain that Londoners are jealous of strangers; and had any of your Springfield boys come over we should have been delighted beyond measure.

Our press seems agreed that although the experiment failed this year, the energetic way in which it was worked, and the exemplary manner in which its promoters carried out their every promise, are favorable to the expectation that next Whitsuntide will see the camping part of the arrangement more successful.

Mr. Henry Sturmey is endeavoring to organize a party to accompany him to the States in September, Springfield being the main attraction. He may be successful in getting one or two exceptionally wealthy cyclists to go, but as a rule I think our most representative wheelmen are too impecu-

nious to spend "from £60 to £100" on such a trip, money being more valuable here than in your part of the world.

As a rule, our fastest riders are in comparatively humble walks of 'life, the junior-clerk-in-a-merchant's office element predominating in their ranks. The universal Saturday half-holiday is the secret of London's cycling energy, and if the average clubman can get three weeks for a summer vacation, with £20 of hoarded savings to pay his expenses on a cycling tour, he considers himself fortunate. It makes our mouths water to read of the valuable trophies which are given for prizes in America; and when we hear of your clubs building princely mansions for club-houses we "wonder how 'tis done."

I read in your initial issue that "Her Majesty, the Queen of England, has been a tricyclist for two years past." This is a mistake. Our Queen did buy two tricycles, but they were not for her own use, but for presents to younger members of the royal family.

There is also a trifling error in the little pamphlet called "What and Why," which Colonel Pope has sent out. The English tricycler's record for 1883, referred to, was not 6,053, but 6,023 miles. It should be understood, too, that the chief merit of this record was not its total mileage, but the fact that it was made on 365 days in the year, on the road, not a single day being missed. The longest record for a year is held by a Mr. W. W. Williams, who covered upwards of 12,000 miles on tricycles during 1882, principally in the course of his business as an insurance agent.

I cannot express to you how much we were gratified to learn the result of the Jenkins dispute. Having followed up the whole controversy in the American wheel press, we had waxed quite indignant, and the summary expulsion of the obnoxious secretary delighted us in no small measure, even though not a soul implicated in the difference had ever been known to us save by the merest hearsay. It is on the carpet that an ominous rumble of discontent which has been for some time heard in many quarters of our own C. T. C. is spreading rather widely, our secretary having made himself obnoxious by a too great amount of overbearing tyranny and self-consequential slanging of all who dare to disagree with him; but at present nothing definite has transpired, and it is to be hoped that the "secretary and editor of the Gazette" will take timely warning, and obviate another eruption.

The union is going on powerfully. The day is past when the press seriously challenged the power of the National Cyclists' Union, and although one obscure tricycling weekly occasionally allows its contributors to drag in the old rhodomontade about the "bicycling boys who are a disgrace to the sport," not even its own readers put any value upon it, since the bare official announcements which regularly appear are in themselves sufficient contradiction to the ravings of the Tricycle Union clique. An amusing specimen of the genuineness of the T. U. has just been afforded by a meeting at Brighton; a motion to form a local center of the N. C. U. was passed on the proposition of the local member of Parliament; who was nominally a vicepresident of the T. U., but did not know anything about it-a state of things duplicated at Birmingham, where the chairman of a T. U. supper-a local big-wig-did not know anything about the T. U.! Literally, as a legislative body the T.U. exists not; it is a name, and nothing more. It has done nothing and intends to do nothing, there being nothing for it to do.

Next month I hope to tell you something about our championships, which are, at the present moment, more problematical than ever, no one of our men having shown exceptional form. You are wrong in your interpretation of the meaning of our "time standards" for the bicycle races; they do not limit the entries to men who have got inside the standards, but simply indicate that every competitor who, in a championship race, beats the time standard, will receive a medal therefor.

WAVERLEY.

#### ALMOST A NOVICE

It does seem rather late in the day certainly, Mr. Editor, for any one to attempt to write up the doings of a novitiate in bicycling sports, for the country is now full of these beginners, from end to end, and they cease to attract the attention they formerly received when wheeling was first becoming popular among us. Whose experience will we now relate? Why, none other than that of a wheelman of '78 who in '80 would not hesitate to take a road race of any length, at any time, in any direction, with any wheelman then mounted, and who so enjoyed the tail race he had behind Wattles and Place after the formation of the Massachusetts Division of the League, when the line was so broken up in the return to Boston; in fact, one who in his blind and faithful, yea, foolish and thankless, devotion to a society allowed himself to be so led along as to practically be compelled to abandon the wheel only to receive therefor the sneers and slights of the big men who so enjoy talking about us "boys"; none other than the undersigned, who is not the wheelman he was as the following will clearly show.

How did we happen to go? Well, it was in this way the little ride was brought about. It was such a beautiful Sabbath, the sun shone so brightly, the breeze from the west was so cheering that we could not resist. No gentle wife to coax us churchward and thus help to guide our footsteps in perhaps better ways, but, on the other hand, a couple of wheels to all intents and purposes silent, oh so silent, so quiet and yet so restive, urging us out to a spin, we go. Perhaps twenty miles will serve us nicely as a beginning, and such a route we select while arraying ourselves in true country wheelman's rig of the old pattern, except that we wear but one color throughout; we must not so startle the natives, as in early wheeling days was our wont, with an array that would do credit to a coat for Joseph of old. We are now well prepared for a good sweat and we get it too. Over the road we glide so happy and free, all care set aside, blessing God and man, especially the officers at Washington, that we are enabled after so long a time once more to mount our trusty wheel and glide out through the piney woods so rich in their healthy fragrance that it seems almost impossible for us to inhale a sufficient quantity of their pureness! Oh, how fine this is! how exhilarating! Our attention is all on the road now as we roll rapidly along, rapidly for us, over broken roads or perhaps we do some one a great injustice; certainly we would not have it understood that the city of Nashua neglects its suburban highways; oh, no! far otherwise: the noble town in question owns and operates several of those modern road curses called road machines, drawn by four horses and used to plough up both sides of the highway and throw it all into the middle, thus making a

naturally sandy road still worse than it formerly was, a view of things in which not only wheelmen agree but also horsemen, for carriages have literally to be dragged through this desert of loose sand once so hard and acceptable to the general public. All the local residents we conversed with along our trip could not speak too forcibly in condemnation of this execrable work. Are these towns and cities so flush with their means that they have to plan some such outrageous method as this to dispose of their surplus funds? We should judge not by the rate of taxation in Nashua, which is \$16.00 on \$1,000. Certainly the farther we get from Nashua in any direction the better the roads grow, when in years past it was just the other way. It may be as well just here to do a little consular work and thus give a few words of explanation, especially since we formerly held the position of local Consul L. A. W. No descriptive route slip on our roads has ever come to our observation, perhaps there may be one in existence but we have our doubts, for our roads change so constantly that any description over two weeks old would be quite faulty. We certainly hope it will prove so in the present instance.

Our present route lies along the western bank of the Merrimac river to Tyngsborough, Mass., amid beautiful scenery and over a constantly improving road until we pass through the town and over the noble bridge that here spans the river, a bridge unsurpassed by any for many miles about. The merry little sail boats glide up and down the river beneath us, the saucy little steamers blow their whistles, while the happy, joyous excursionists wave their handkerchiefs, sun umbrellas or canes, as it may be; it really seems as though all nature was rejoicing. Just here we stop for a drink of the most delicious water that ever passed our lips, and in our minds we grow eloquent for the grand good temperance cause! 'Tis just as you say, my dear Professor, nothing like good cold water from a country well or spring.

After leaving Tyngsborough, Mass.,-and by the way we feel better to be out of that State lest we be attacked and compelled to submit to fine, etc. Massachusetts wheelmen surely have a case now in hand and we fail to learn that they even expect the League to take it up! How could they? This is, like many other questions, much easier asked than answered.—we pass on, touching Pelham, into Hudson, immediately after visiting the Woodlawn House, a cosy summer resort by the river side, patronized almost entirely by Lowell parties. One can surely spend a quiet time here at slight expense. The grounds in immediate connection with the hotel are well supplied with tastily built pagodas, rustic seats, substantial dancing house, swings, boats, and all that would be of use at such a place. Having well rested ourselves and enjoved a pleasant chat, we again push on, riding directly across the fields and through the woods when, to our surprise, we are confronted by a noisy little brook varying from ten to twenty feet in width, deep here, shallow there; we dismount and laugh at our predicament, calling it a fine scheme on the part of the hotel people to retain their guests within their own limits, but wheelmen never can be held to any such understandings, so off we pull our shoes and stockings, our pants being well up already, and wade across pushing our wheel in advance, small wheel in the air, safely over. But did you see that big two-pound trout? Whew! he must surely have weighed half a pound anyhow, and there goes another! Oh dear, why

didn't we bring a string with a pin on it! but then it is Sunday, let them go, don't interfere with the pretty fish unless you are very hungry now, for you would soon have them cooked on your warm person. Such were our thoughts when it suddenly occurred to us that we were not having half the fun we might have if we would only take a few good headers; who ever had any sport on cycling trips where no headers were taken for the amusement of the party? Reaching the main road and passing the Hudson line, we soon creep up a sandy hill and slide down the other side at a breakneck pace, when, sure enough, we go over, most grandly too. In climbing this hill we had perspired not a little, but our gorgeous flight through the air head-first over those twenty-six inch handle bars was fine; we landed safely on our feet at the distance of about a rod, well cooled off and refreshed, having taken in a good view of the surrounding country. Oh wasn't it fun! Of course the wheel was all right after a fall in a soft sandy place, and so we journeyed on the happier for the little antic, and well pleased at our success in taking a good, first-class header if there ever

We soon reach a spot on this western bank of the Merrimac where the prospect is truly grand, a scene whose grandeur is really unsurpassed, where we must dismount and enjoy it in its full extent. Here we find the road lined with noble pines. Sharply at the left, a bluff fully fifty feet in height, on the top of which we recline and rest, viewing a beautiful stretch of rich farm land below us for a distance of a thousand feet; and then the grand old Merrimac can be seen for a distance of about four miles north and south. This river does more manufacturing than any other river of the world, and excels in this respect the combined rivers of France, and should we not feel just pride? for not only is the river grand and beautiful to look upon but it is as well useful. Here we very naturally meditate and think over, for instance, our cause in the League, which we at once own to be a perfect failure, time worse than wasted; for what one tries his best to do some one else will try to pull down; but oh how glad we are that our necks don't rest in this Amateur Athlete halter! For once we are fortunate! After cursing the League with the Wheel for a year, had we been in this too death would be too good for us; but then we do most humbly apologize to the League for our hand in that Wheel contract; 'twas merely lack of knowledge; we had served the League but one year at that time and were decidedly green, as the gulling proved. The position the Bicycling World has taken on this question is the correct one after all, and we frankly aver that the League has been fairly taken in to the tune of \$300 surely, and, as one party of four in the business, we are ready to step up and settle our fourth when the others come.

The very nature of the present contract proves the boyishness of ours! One question that used to be thrown at us every once in awhile from every quarter of the country was, "Of what use is League membership?" Of course we had to answer some way, although we never could say what we wished on this question, we were so hampered, but we had as soon a man would knock us down as give us that question!

Of what use is C. T. C. membership? Why has the C. T. C. so prospered and increased in this country? Simply owing to the *unquestioned* popularity of the present American Chief Consul, and this will apply equally well to the L. A. W. Just

as long as the officers are popular and can retain the confidence of members, there will be no danger of lack of the renewals, but when questionable proceedings creep into the work faith is lost and all abandoned. There is and always will be more or less trouble on both sides; too many applicants expect in return for their big dollars, to take out an insurance policy against all assault insults or difficulties of any kind; no more foolish legislation; while others, among whom the writer enrolls himself, look for a gift of a new wheel every year out of the League-surely we thought we had reason to expect as much, but we, like all others of this class, got left and will still continue to be left. Right here our pleasant cogitations were broken in upon by two of Hudson's comely belles en route for church, we presume. Our wheel outside our attractive bower adduces their notice as they ride by, when one remarks, "How pretty!" This brings us out, when we are greeted with rural blushes and smiles enough to break up almost any married man of our age. Soon these butterflies recover, and when at a safe distance give a sign of timid coquetry and are gone! This reminds us that time, too, is rapidly passing, and so once more we speed along for home, where we arrive in just three hours and a quarter from the time we started, stops and all included, which, considering the sandy, hilly nature of the country traversed, is not so bad after all. We should like to give it to some of the many centenarians and let them pass their views from their own experience.

Now, Mr. Editor, we always like to sign our own name plainly, openly, and squarely to anything we produce, and yet it may be very "cowardly" to do so; it surely is never so to write over a nom de plume, no matter what you say! so here it is.

W. V. GILMAN.

#### WORDS OF CHEER.

The London Cyclist, a model wheelman's journal, has the following compliment for us in its issue of June 11:

The first number of the second volume of the Springfield WHEELMEN'S GAZETTE reaches us. Last year it was published, as many of our readers may remember, during the six months prior to the Springfield meet, its ostensible object being the furtherance of the meet. We are glad to see, bowever, that it is the intention of the club to issue it now as a permanent magazine, and No. 1 of the second volume, now in hand, shows that the contents are quite as bright and full of interest as any of its predecessors. It is to be published monthly, price five cents only, the annual subscription being fifty cents, or 2s. 1d. English money. It is most handsomely printed, and contains some twelve or fourteen pages of extremely readable matter. The most interesting doubtless to English readers will be a portrait and doings of Mr. G. M. Hendee, the present amateur champion of America, who we notice has won twentyeight firsts and three seconds, valued at \$2,300, in his racing career, and he is not yet eighteen years of age. The GAZETTE has a number of very readable paragraphs concerning cycling all over the world, and with the usual American style of journalism hits out about as straight as any one could desire on the subject of the L. A. W. and its especial organ. "The Last Days of No. 234," by "Karl Kron," is also given, and forms interesting reading. On the whole, the GAZETTE keeps up the prestige it gained last season, and we warmly welcome it to the ranks of recognized periodical journalism.

The above is encouraging, inasmuch as we are trying to make the GAZETTE a paper which will be read with interest in England or Australia, as well as in America. While, of course, we mean to foster local interests, we are intent upon furthering the cause of the wheel everywhere, and we have reason to believe we are accomplishing our object to some extent, if our English friends find our articles "extremely readable matter." We mean to write to be read, if we know how to do it.

#### THE SPRINGFIELD CUP.

The use of the cup as a prize for victors in contests of skill and strength dates back to the old Olympic games in Greece. In the early Olympiads, the prizes were simply laurel wreaths, and the winners returning from the games were welcomed as greater heroes than even warlike conquerors. In later years after the Greeks had acquired from conquered nations great stores of the precious metals, elaborate articles of gold and silver took the place of the laurel wreath. These trophies were most often in the form of cups of exquisite design and delicate workmanship, and ever since the cup has been an approved reward in all athletic contests.

With the prestige, therefore, of a eustom both ancient and modern, the Springfield Bicycle Club will offer at their raees in September a number of beautiful eups, as valuable trophies to the victors; one of which, through the courtesy of the makers (the Meriden Britannia Co.), we are able to illustrate in this number. It is twentyseven inches high, wrought in silver, with ornamentation inlaid with gold. No idea can be given in a written description of the beautiful effect acquired by this eontrast. All the delicate lines of vine and flower stand out in rich relief from the lustrous background of silver. Than the design itself nothing eould be more graceful and appropriate. Upon the base two "Knights of the Wheel" stand at rest by their "silent steeds," above their heads hangs the laurel wreath of victory. Cro...ing the cover the steel circle is flanked with the wide spreading wings of untiring speed. Below, upon the body of the cup, is the shield upon which will be engraved the winner's name and the data of his contest. We have rarely seen a prize more appropriate in symbolism or more exquisite in contrasted effects.

Four cups of this design will be awarded to the winners, one each day of the tournament, and all so arranged that no one man can possibly win more than one, thus giving all an equal chance.

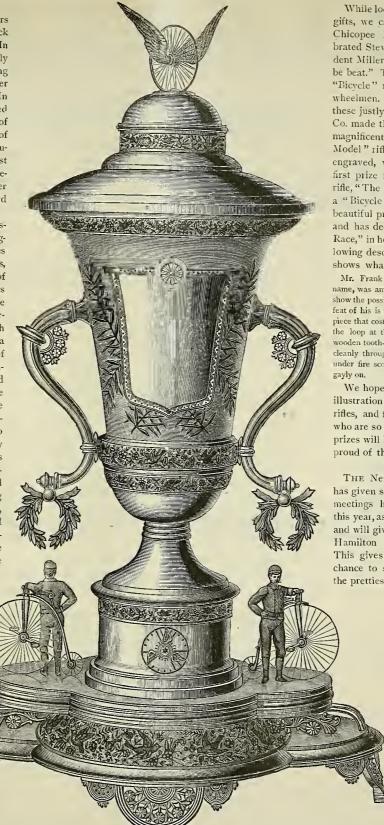
We hope in the next issue to be able to present illustrations of two or more cups of elegant design and workmanship.

All of the prize eups are to be of new designs and built expressly for the Springfield Bicycle Club.

Fine as the prizes have been heretofore, it is expected that these will eelipse all former efforts.

In offering the prizes,

all will not be confined to eups, as other and valuable prizes will be offered. A fine Victor tricycle, the gift of the Overman Wheel Co. (a cut of which appears on the last page), will be presented to the victor in the five-mile tricycle race. The tricycle will be of the 1884 pattern, with all improvements, consisting of the following special-



THE SPRINGFIELD CUP.

ties: Bown's Æolus ball bearings all round, Victor ribbon steering, detachable axle (admitting the passage through a common door), compressed tires which cannot be pulled out, Hill's adjustable saddle, pedals, Victor saddle, celluloid handles, and ratchet brake. Finished in Harrington's enamel, and just the machine for all round work.

While looking around for other valuable gifts, we called upon J. Stevens & Co., Chicopee Falls, the makers of the celcbrated Stevens rifles, of which Vice-President Miller, of the L. A.W., says: "Can't be beat." This firm also manufactures the "Bicycle" rifle, which is just the thing for wheelmen. Upon inquiring the price of these justly celebrated rifles, the J. Stevens Co. made the Springfield Bicycle Club a magnificent present of a handsome "Lord Model" rifle, pearl handle, gold-plated and engraved, valued at nearly \$100, for a first prize in a bicycle race; a handsome rifle, "The Hunter's Pet," for second, and a "Bicycle" rifle for third prize. These beautiful prizes the club fully appreciates, and has decided to call this the "Stevens Race," in honor of the donators. The following description of the "Lord Model" shows what it is capable of:

Mr. Frank Lord, from whom the rifle takes its name, was among the first amateurs in New York to show the possibilities in this direction. A favorite feat of his is to hang up his watch, a fine imported piece that cost \$250, and put shot after shot through the loop at thirty-six feet distant. A match or wooden tooth-pick laid across the golden loop is cut cleanly through, and, although the watch has been under fire scores and hundreds of times, it still ticks gayly on.

We hope in our next issue to give an illustration of these famous pistols or rifles, and fully believe that the wheelmen who are so fortunate as to win any of these prizes will have every reason to feel justly proud of their possessions.

THE New Haven Bicycle Club, which has given some of the most successful race meetings held in this country, proposes, this year, as formerly, to follow Springfield, and will give a two days' tournament on Hamilton Park, September 23 and 24. This gives wheelmen and racing men a chance to spend two weeks east, and in the prettiest part of New England. The

New Haven Club is noted for its world-wide hospitality and the generous manner in which it entertains its guests, and we bespeak for it a large attendance at its third annual tournament. Racing men will find on Hamilton Park one of the fastest half mile tracks in the U.S. As New Haven and Springfield go hand in hand, wheelmen are assured of a glorious time at both places.

THE Bicycle Rifle, manufactured by J. Stevens & Co., should be in the hands of every bicycle rider for touring and vacation trips. Write to

them for particulars. Address, Box 777, Chicopee Falls, Mass.

The August issue of *Outing* will contain the records of two English long-distance riders, Messrs. E. Tegetmeier and H. R. Reynolds, Jr., as prepared by them for Karl Kron's "X. M. Miles on a Bi."

#### Rews Rotes.

You must ride a Rudge bicycle to win.

The Springfield Club not to be outdone.—Boston Herald.

The girls are looking for you, boys, and expect you in September.

The Springfield Club will not undertake to keep a hotel this year, but some other year.

The Mirror of American Sports has been chosen the official organ of the Illinois wheelmen.

West Point, Ga., is to have a bicycle tournament, July 23, when \$1000 in prizes will be offered.

D. J. Canary, the champion trick bicyclist, rides on one wheel without backbone or handlebar.

F. De Civrey is recovering from his recent mishap and hopes to be on the path early this month.

Why cannot a bicycle be considered an immoral thing? Because when it's made it's freed from vice.

The Springfield Club is still on the path, and proposes to set the pace this year for other clubs to follow.

Jo Pennell, the artist wheelman, has gone and got married. He will be a lively man now on the home run.

John Brooks, of Elmira, the 10-mile L. A. W. champion, is looked upon as the coming long-distance man.

Charles Mead, of this city, has invented a new long-distance, self-adjusting, non-vibrating saddle for bicycles.

Troy wheelmen will turn out in full force at the dedication of the Rutland Bicycle Club's skating rink, July 4.

Stall of the Bostons recently rode around the Chestnut Hill reservoir, on a Pony Star, in 3 minutes and 37 seconds.

Frank Moore was received with unbounded enthusiasm upon his recent re-appearance upon the track at Birmingham.

The Victor race will be a five-mile tricycle race—first prize, a Victor rotary tricycle, presented by the Overman Wheel Co.

At a bicycle parade in Nottingham, Eng., over twenty ladies took part, a majority of them upon the front seats of tandems.

T. W. Eck is now the champion of Canada. Eck must have improved since we last saw him to be champion of anything.

J. W. Powers, Jr., of New York city, won the twomile bicycle race of the Manhattan Athletic Club, May 30, time 6m. 45%.

Since the last meet a number of cyclists make regular visits to Springfield. What can be the cause of it? Oh! ask the girls.

Edward Pettus won the two-mile bicycle race at the games of the Williamsburg Athletic Club, Friday, May 30, time 7m. 5 2-5s.

The bicycle rider is said to be like a South American state, because he is always on the brink of a revolution.—*Boston Commercial Bulletin*.

The Mirror of American Sports, published at Chicago, has in the issue of June 21 a fine portrait of Col. A. A. Pope, with a short biographical sketch.

A London bill poster uses a tricycle as an aid to his business, and may be seen daily with his pot of paste and bills loaded upon his tricycle. "Put your shoulder to the wheel" is good advice enough, but it's of no use to say it to a bicycler. He is away above any such nonsense as that.

The Springfield tournament already promises to be the greatest cycling event of the century, far eclipsing all former racing events.—*Boston Herald*.

"Cyclos" in the *Bicycling World* has some very sensible words to say regarding the dangers of over exertion in racing. Excess is bad in employment or diversion.

The Springfielders are working up the excitement about their coming tournament. Eight thousand dollars, equal to £1,000 sterling, will be offered in prizes.—London Cyclist.

At the fifth annual race meeting of the Brixton Ramblers Bicycle Club, England, the "one-mile open" had ninety entries, sixty-three of which were accepted, and forty-seven started.

Mlle. Louise Armaindo is said to have developed into an exceedingly graceful and expert fancy rider, and, in company with Master Sewell, will give exhibitions of double fancy riding.

The Springfield Club was given a reception by the President of the United States on Wednesday, May 21. When will her Majesty receive the T.U. or Wheeling staff? When!!!!—Wheeling.

A. H. Robinson, who struggled with Hendee at our last tournament, and who goes in England by the name of "Doodle," has been suspended from racing as an amateur by the Cyclists' Union.

At a wayside inn, not a hundred miles from Horley, England, is a notice so effectively conspicuous that "he who runs may read." "Good accommodation for traveling vans and bicyclists."

Cleburne, Texas, is getting the bicycle fever, and, on account of bad roads, the Star is the most popular machine. The wheelmen are considering the project of forming a club which shall be an L. A. W. club.

On July 4, at Providence, R. I., Elsa Van Blumen, the lady bicyclist, will ride a five-mile race against five trotters, a three-mile race against three running horses, and a single mile to beat her record (2.59).

"As the bicycle is a revolver," said a policeman, "why doesn't the law against carrying concealed weapons apply to it?" "Because," replied the magistrate, "it avoids *cart*ridges, and never goes off by itself."

Charlie Palmer, one of the fastest amateur riders in England, has written to his brother in this country that he will be here in time for the Springfield races. This rider stands second only to Cortis.—

Boston Herald.

The Iowa bicyclists have formed a state division with these officers: Vice-consul, C. D. Howell, Winterset; secretary, O. S. Deman, Des Moines; treasurer, A. L. L. Eaton, Ottumwa; chief, W. L. How, Oskaloosa.

It is noted abroad that a change is taking place in the costumes of cyclists. The tight knee breeches are giving way to loose knickerbockers, such as are worn by walking tourists and sportsmen on the Scotch moors.

The ladies of Springfield were so taken up at the last meet with the good-looking cyclists, and thus far having been unable to say which was the best-looking wheelman, propose, this year, to offer a prize to the best-looking wheelman and one to the best rider.

The Leicester Athlete and Midland Countres Breyele News is another English paper with which we have become acquainted. It is chiefly devoted to home matters and contains very little that a Yankee editor is tempted to steal.

John S. Prince recently got a bad fall from his wheel while riding in Philadelphia. He carried a cane in his hand which caught in the spokes of the wheel and caused a sudden stoppage. The query is, What does a wheelman want of a cane?

It is rumored in England that "General" Booth is organizing a "Hallelujah Bicycle and Tricycle Corps" with "glory bugles," and the other paraphernalia of Salvation Army warfare. The bicycles are for "hallelujah lads," and the tricycles for the "hallelujah lasses."

A. O. McGarrett, Springfield, Mass., had stolen from Barnes block, Wednesday night, June 4, between 10.30 and 12.30, a 50-inch-Yale light roadster bicycle; had Duryea saddle and Overman ball pedals; painted black, with nickel trimmings. Number on neck of machine, 112.

The Mogeon Amateur Bicycle Club, of Moscow, Russia, has received the sanction of the Minister of the Interior, the first official recognition of wheel interests in that country. We presume the Czar has satisfied himself that there is no blasted Nihilism about the wheel cranks.

One of the rules of a bicycle club reads: "A horse should never be passed on both sides at once." We suspect that when a bicyclist attempts to pass on both sides of a horse "at once" he is expelled from the club. He would certainly be dismissed from a temperance organization.

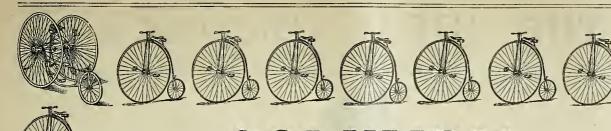
We are not managing Presidential politics this year, but we will suggest to the candidates who are running for the White House that they will find a bicycle a great convenience—much better than legging it. And remembering Garfield's fate, we advise them to put their foot down solid on the cranks.

W. G. Ross, the amateur champion of Canada, mounted his new Rudge racer for the first time June 2, and in a spurt slipped a pedal and fell, spraining both wrists, injuring a knee and cutting himself badly, but is up again and in active training. Mr Ross will be heard from in September at Springfield.

C. A. Joslin and W. H. Chase of the Leominster Club made the first long run on a tandem that has been attempted in this country. They left Boston May 30, and rode to Portland and back, a distance of 140 miles. Their machine worked well and the astonishment of the natives along the route was no small part of the fun.

All entries close for the September meet of the Springfield Club, September 10. Racing men will be required to use entry blanks, which can be obtained by addressing S. Lawton, secretary, Springfield, Mass. For the benefit of English wheelmen, entry forms may be obtained of Henry Sturmey, Coventry, England.

A POINT TO REMEMBER.—Three wheelmen out riding on one of the recent hot days, while tarrying at a wayside inn, left their bicycles outdoors. The shifting sun soon shone upon them, and when the wheelmen came to mount their wheels, the tires were found to be loose, the *heat* having neelted all the cement. The moral of this is that if you expect to take your wheel to the next world, you had better have Overman's compressed tires on your bicycles.

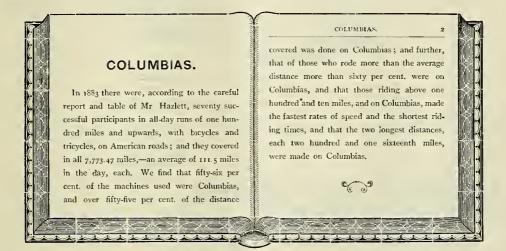








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One of the many advantages of possessing a Columbia Machine is that these Machines are made upon the

### INTERCHANGEABLE SYSTEM,

and in case of breakage (the best mechanical contrivance, whether bicycle or carriage, is liable to meet with accident), the owner can immediately procure a duplicate part of the Company, or of their Agents, located at all important points.

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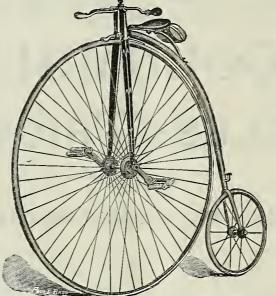
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LOUDON'S CELEBRATED

BICYCLE TIRE CEMENT.



Makers of 5 Different Kinds ALARM BELLS, COLOR STAFFS, FLAGS, Long Distance Saddles, ADJUSTABLE Patent RUBBER STEPS, Etc.

The IDEAL Bicycle is nicely finished, having Nickeled Head, Handle-bars, Cranks, Saddle Spring, Wheels nicely varnished and gold striped. Every Bicycle is furnished with Tool Bag, Oil Sizes from 38-inch to 50-inch. Can, and Nickeled Wrench. SEND STAMP FOR CATALOGUE. Prices from \$35.00 to \$72.00.

-BRIGHAM & SCOTT,

### IMPORTERS & TAILORS.—BICYCLE SUITS.

Makers of the Springfield Bicycle Club Suits.

No. 411 MAIN STREET,

SPRINGFIELD, MASS.

### THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

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I offer special inducements in WATCHES, DIAMONDS, and JEWELRY. Correspondence solicited as to prices, quality, etc.

#### BICYCLE HOSE,

Knit from the very best Yarn obtainable, and in the Latest Styles. Send for a sample pair.

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In ordering, state size of boot or shoe you wear, and color of Stockings wanted. Illustrated Catalogue of Bicycles and Tricycles free. BOYS' BICYCLES A SPECIALTY.

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#### GUMP BROS.

Dayton, Ohio, For Large Illustrated Price List of New and Second-Hand Machines.

Second-Hand Bicycles taken in exchange. Bicycles repaired and nickel-plated. Cash paid for Second-Hand Picycles.

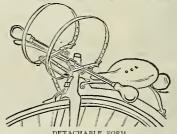
### E. C. BARR & SON, Finest Restaurant

In Western Massachusetts:

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#### LAMSON'S LUGGAGE CARRIER

The Neatest and Best Thing in the Market!



Manufactured and for sale by C. H. LAMSON, Portland, Maine. For sale by all Bicycle Dealers.

Price, 75 cents, plain; \$1.00, detachable.

TESTIMONIAL.

I never tire of advising tourists to get your Carrier, as by far the best thing of the sort ever devised. KARL KRON.

# STOP WATCHES

FROM \$10.00 TO \$800.00.

ALSO, A LARGE STOCK OF

### Imported and American Watches.

E. A. WHIPPLE, No. 329 Main Street, SPRINGFIELD, MASS. The Stevens race will be a three-mile bicycle race—first prize, a gold-plated, pearl handle, and engraved rifle, worth \$100; second prize, a handsome rifle, "the hunter's pet"; third prize, a bicycle rifle. The above handsome rifles were presented to the club by J. Stevens & Co., Chicopee Falls, Mass., and are the best in the world.

The Cleveland tournament takes place August 18, 19, under auspices of the Ohio Division L. A. W., when prizes to the value of \$2,500 will be given. The tournament will take place on the grounds of the Cleveland Bicycle Club. The track is a quarter of a mile in length, and the grand stand will seat about 5,000 people.

Frank W. Westervelt, of this city, has sold upwards of 1,000 cabinet pictures of our champion, George M. Hendee. The photographs are very fine, and the demand exceeds the supply. Wheelmen should have a picture of America's champion, which can be obtained by addressing F. W. Westervelt, Box 1305, Springfield, Mass., and inclosing fifty cents.

The London *Cyclist* continues to set the pace for English wheel papers, and its issue of June 11 beats all former records. It contains sixty-eight pages, twenty-eight of which are reading matter alone, and the price is only one penny. The paper weighs a little over a quarter of a pound, and is full to repletion with wheel news from all parts of the world.

Walter J. Blum was riding on his bicycle along the turnpike out at Verona, N. J., one day last week, when the rubber tire suddenly flew off the front wheel. Before the rider could stop the machine, a large black snake that was lying in the road suddenly placed its body in the groove of the wheel, which it just fitted, and remained there until the bicycler reached the end of his journey.

—Puck's Snake Stories.

Karl Kron, reached Lancaster Tuesday evening, June 3, en route for New York, by way of Reading, Allentown and Easton. Since leaving New York he has ridden to Washington, and south as far as Luray Cave, in Virginia, making a circuit of eight hundred miles. Mr. Kron was escorted from Columbia to Lancaster by Rev. W. P. Evans, Rev. G. W. Ely and Rev. S. Stall, and while at the Grape hotel was called upon in the evening by a large number of the wheelmen of that city.

The Springfield meet is evidently going to be a bigger success than ever, says a London cycle journal. The club will not as last year offer to pay the expenses of any English racing men, as under the new rule of the N. C. A. that would upset their amateur standing, but it hopes to have the pleasure of seeing several Englishmen in competition there, and already three riders of considerable note have signified their intention of being present.—Boston Globe.

THE SPRINGFIELD WHEELMEN'S GAZETTE, which can be obtained gratis by sending the postage, contains a portrait of George M. Hendee, the local crack. No less than ten medals with clasps are plastered over his chest, giving him an aspect such as is never seen this side of the water, save in the case of professional "pugs" or swimmers.—London Wheeling. Goodness! haven't we seen pictures of some of your "royal highnesses" covered all over with medals? You'll have to excuse our little vanity; we're all royal highnesses over here—American sovereigns, you understand.

The prize which George Hendee won in the 25-mile bicycle race at Philadelphia, Wednes-

day, June 19, consists of an urn, teapot, hot-water pot, sugar bowl, cream pitcher, slop bowl, butter dish and knife, syrup pitcher, spoon holder, four vegetable dishes, soup tureen and ladle, cake basket, nut bowl, baking dish, pickle caster, dinner caster, water pitcher, goblet and tray, celery jar, and large waiter, valued at \$750, and all beautifully hand chased.

The latest craze is a Russian craze, the idea being to reach the North Pole by sledges, starting from the New Siberian Islands, when, if even the sledgers reached the Polar sea, they would probably dive and swim under water till they struck the "pole" itself. It is sheer nonsense. The only way to reach the North Pole is by bicycles. A good bicyclist could just do the Pole in no time from any northern point, and we may as well try it first as last.—New York Mail.

F. Stevens who left San Francisco on April 22, with the intention of riding through on his wheel to New York in seventy days, arrived at Rock Springs, Wyo., on Sunday, May 25, and is reported as having a hard time of it, having ridden only about 200 miles of the way on account of the bad condition of the roads, the rest of the journey being made on foot; but he means to accomplish his journey, and when the wheel don't carry him he proposes to take turns and carry the wheel.

Wheeling, a new cycling journal published at London by William McWilliam and Harry Etherington, is an improvement upon some of the English papers, but follows the English make up pretty closely. It contains much matter of general interest, besides a pretty good summary of the English wheel news. Poetry and anecdote are sprinkled in to enliven what to foreign readers would otherwise be rather dull. It indulges in puns some of which are positively dreadful, but perhaps they are funny where they are comprehended. They generally require a diagram. Here is one, however, which will "do":

"How would a horsey man describe a bicycle's pedigree? Got by Capital out of Labor."

One of our local bicyclers rode up Commercial street, Wednesday afternoon, proud in the possession of a clear conscience and a 56-inch wheel. As he neared the pond he turned his head for an instant, the bicycle struck a stone, and wheel and rider went into the pond. They disappeared for a moment, but soon the rider came to the surface and struck out for the stone curbing with a vigor that was perhaps induced by the chilliness of the water. The bicycle was hunted up with a rake and drawn to the shore. But it was the first outdoor bicycle exhibition of the season, and deserved an encore.—Adams Freeman.

Das Velociped, "fachblatt fur die Gesammtinteressen des Deutschen Velocipeden-Sports,"
and the official organ of the Norddeutschen Velocipeden-Bundes, is published at Berlin by T. H. S.
Walker, and is a very respectable magazine for a
German one. It fairly covers the continental
field, and gives the German bicycling news fully.
It don't seem possible, however, for an editor to
be very bright and entertaining when he is obliged
to swear in words of from seven to ten syllables.
It is significant of the superior usefulness of the
English language that the German bicycle clubs
call themselves "Bicycle Clubs" quite as often as
"Velocipedesten-Bundes."

The French doctors, who have made life almost a burden by discovering the germs of disease,—

bacteria, they call them,—in almost everything, even in the bricks of which our houses are built, and the nickels with which we buy our three per cent. beer, may atone for their troublesome discoveries by turning up the particular bug, or worm, or whatever it may be, that sometimes makes a bicycle act like the old Harry. In nine cases out of ten, when a man takes a header, he thinks it isn't his fault. It must be bacteria in the spokes, or the tire, or the cranks, or somewhere. Only let us know what and where the little joker is, so that we can look out for him.

Don't give up cycling unless, of course, you die.

Don't lend your machine, even to your mother.

Don't borrow one belonging to any one else, either with or without consent.

Don't outrage other people's feelings with trying the bugle.

Don't put the brake on going up hill, as a rule. Don't screech at passers-by.

Don't, please don't, ride on the footpath.

Don't be tripped up like the foolish virgins, for want of oil, at any time.

Don't race, unless you really can.

Don't always abuse your machine; do the rider justice, and abuse him sometimes.—Wheeling.

The editor of the Wheel estimates the expenses of wheelmen at the Washington meet at \$40,000, and regretfully remarks: "If each member would remain at home once and contribute his expenses to the general treasury of the League, we would be able to accomplish some good work." Why should the L. A. W. have a fat treasury? Does not the history of similar organizations warn us not to accumulate large sums in the hands of any officer? The argument used by the editor of the Wheel is rubbish. He might add the suggestion that if wheelmen were to dispense with bicycles and tours, live on bread and water, and go barefooted, an enormous expense could be avoided.—Mirror of American Sports.

Agony Advertisement.-Should this meet the eye of the bicyclist, who had the misfortune to be thrown over a garden wall, last Saturday, at the Wimbledon House, Wimbledon, he can have the few items he left, upon payment of the cost of this advertisement. At the moment of sending to the paper the following articles or otherwise have been found: Three teeth with gold plate attached, a monogram T. U., one gilt button, a mouthpiece to a horn (? bugle), a portion of a scalp, half an eye-glass, a portrait of a young thing in fancy attire, a card case (no cards inside), hotel bill (unpaid apparently), a tailor's bill (also unsettled and attached to a summons), a portion of a silver ring, a nine carat gold ring, with colored glass in as stone. An active search will be made for any other valuables missing.- Wheeling.

An advertisement runs, I see! I see!—to which we reply—"a horse's head where his tail should be"—(which is merely the hind-quarters of the horse towards the manger). English cracks will not spring the expense, or waste the time, so do not waste your capital, Springfield, in advertising for our boys' entries.—Wheeling. This is a joke by an English funny man. There wasn't storage room enough on the steamer that brought it over for the diagram which illustrates it, so that we are obliged to explain, for the benefit of puzzled readers, that Wheeling was not invited to print the regular advertisement of the "Springfield International Tournament," and so gave us the above advertisement, gratis. We are greatly obliged,

we ah suah, that Wheeling should call the attention of its readers to our advertisement in the columns of its rivals. We are not always so considerate, you know, in this country.

The fancy riding contest between D. J. Canary, United States champion, and Warren Wood, of Chicago, for \$500 and the championship of the United States, was held at the Casino Skating Rink, Chicago, on June 14, before a large and enthusiastic audience. Canary led off, and performed all of his tricks with his characteristic ease and grace. Wood followed on his half-breed bicycle, and nearly all of his tricks were clumsy and awkward. Wood acknowledged himself fairly beaten. The following is the official report:

CHICAGO, June 16, 1884.

In the fancy and trick riding contest at the Casino Roller-Skating Rink, held Saturday night, June 14, 1884, Warren Wood vs. D. J. Canary, 1, J. O. Blake, selected as referee, decided that D. J. Canary won the match and is entitled to the stakes.

J. O. BLAKE, Referee.

We concur in the above.

WARREN WOOD, D. J. CANARY.

After long and careful experiments with five different speed and power tricycle attachments in different forms, the Pope Manufacturing Co., of Boston, Mass., have completed one which seems to them satisfactory, and have it ready in sufficient numbers to supply it on their new machines, and to any Columbia tricycle. The Columbia power-gear is of simple construction; is applied to the crank-shaft; is operated by a handle, easily accessible, at the left hand of the rider as he sits on the tricycle; is certain and effective in its operation; reduces the speed, and so increases the power for hill climbing about onethird, and is made of the finest material and with the finest workmanship, and so as to avoid all unnecessary added friction by its use. The advantages of a power-gear are so well understood by tricycle riders that it is unnecessary here to explain them. It may not, however, be so obvious to all that a power-gear has the advantage of a speed-gear, because by its use the normal or unmodified leverage and speed of the machine remains dependent upon the same direct action as if the power-gear were not on the machine, and the machine is used so much more on levels and down grades and slight inclines that it is undesirable to make any added friction or loss of power through connections for this riding, while the power-gear in use on stiff grades or rough pieces of road gives an advantage of leverage so much that the little unavoidable loss of power is best placed upon the machine when the gear is in use. The power-gear adds but a trifle to the weight of the machine, and makes but a slight change in the appearance.

#### WASHINGTON HAPPENINGS.

From a Washington Standpoint by one of the "Ducks."

Wasn't it enough to make a fellow
Drop his umbrella,
When escorting around,
Over the race ground,
Three Washington "belles,"
Before those "left" bicycle "swells"?

Though the rumor is agog "that one of the Springfield banks came near losing a teller," it is more than we know, for he didn't tell her.

The way that those Yankee goslings tried to lead the "Southern ducks" by their unusual amount of "cheek" is a warning to all civilized communities and unprotected females.

Though in Washington five plates do sell for \$4, still they are never flavored with that delicious

but prosaic ingredient termed onions, as was anxiously and wistfully inquired for by that "innocent-looking person."

"Appearances are Deceiving."—Bowdon is noted for putting extra touches on his tintypes, which may have caused the optical delusion, judged as the badges of additional new members: "Not to-day; another day."

WAS IT IGNORANCE OR GYMNASTICS?-We timidly ask the question if the streets of Springfield rejoice in street cars with doors? We think not, judging from an exploit witnessed by many at one of Washington's most public car junctions. A young man, not quite infantile, was seen, as the passengers were making their exit, to thrust his fore-parts frantically through one of the windows of the transom, and a pair of arms to clutch wildly in the air. The window, alas! was too tight a fit; so the "gymnastic young man" dashed for a larger opening, which happened to be the door. They say he hails from Springfield-at least so the frontal of his "Bi." cap gave evidence. A face, the hue of boiled lobster, was the last seen of that young man. Was it caused by exertion or the modest blush?

#### Among the Clubs.

DETROIT BICYCLE CLUB'S CANADA TOUR.

The Detroit Bicycle Club will undertake a week's tour through picturesque Western Canada, leaving Detroit, Sunday morning, July 13. This tour is intended to be an inexpensive trip, through an interesting country. The time occupied will be one week. The expense, including all incidentals, will not exceed \$15. Each day's run is laid out according to the smoothness of the roads, so that the longest distance can be easily accomplished by the most inexperienced rider. The party will arrive in London at 3 P. M., spending the rest of the day and evening in that city, where they will be received by the local club, which is one of the largest in Canada. Goderich will be reached at II A. M., giving the rest of the day and evening to explore the elegant roads and lovely scenery of that famous watering place and vicinity. Here also the tourists will be welcomed by the local club. At Arkona a reception by the local club is also furnished. On reaching Port Huron, at the head of St. Clair river, on Lake Huron, the party will take a steamer down that beautiful stream, passing through the famous St. Clair Flats ship canal and across Lake St. Clair to Detroit, a distance of seventy miles. The run will be as follows, starting from the Michigan Exchange Hotel at 7 A. M., sharp:

SUNDAY MORNING, JULY 13.—1-2 mile, Windsor; 12 miles, Maidstone; 4, Essex Center; 8, Olinda; 8, Leamington†; 9, Wheatley; 6, Montrose; 4, Romney; 11, Dealtown\*\*|\*.

Monday, July 14.—8 miles, Buckhorn; 4, Blenheim; 4, Rondeau; 3, Bentley; 3, Morpeth; 5, Palmyra; 3, Clearville†; 5, Aldborough; 5, Eagle; 4, Tyrconnell; 4, Wallacetown \*\*\*

Tuesday, July 15.—6 miles, Iona; 6, Fingal; 7, St. Thomast; 3 1-2, Talbotville; 8 1-2, Lambeth; 7, London | \*.

Wednesday, July 16.—3 miles, Arva; 2, St. John; 8, Ryans Corners; 4, Lucan; 3, Clandeboye†; 4, Centralia; 4, Exeter; 4, Kensell; 3, Kippen; 4, Brucefield||\*.

THURSDAY, JULY 17.—6 miles, Egmondville; 4, Bayfield; 18, Goderich†||\*.

FRIDAY, JULY 18.—18 miles, Bayfield; 4, Egmondville; 6, Brucefield†; 4, Kippen; 3, Kensell; 4, Exeter; 4, Centralia; 4, Clandeboye; 8, Ailsa Craig\*

SATURDAY, JULY 19.—10 miles, Parkhill; 14, Arkona†; 10, Warwick Village; 25, Sarnia; 1, Port Huron; steamer to Detroit.

THE CITY CLUB, of Brockton, is very proficient in the "silent drill," and gave a fine exhibition to a very large audience at the city rink on the evening of June 13. The drill was a perfect success, every evolution being performed with grace and ease. Some very pretty and complicated movements were introduced, and were carried out to perfection.

THE RUTLAND BICYCLE CLUB dedicates its new rink on July 4, with an exhibition of fancy riding and skating. The rink will be used during the summer months as a riding school, opening in the fall as a skating rink.

THE ALBANY BICYCLE CLUB proposes a two days' tournament, to take place in September with prizes amounting to over \$1,000.

THE IXION BICYCLE CLUB is out with a new constitution and by-laws. They are very neat and comprehensive.

THE "WINGED WHEEL CLUB" is the poetical name of a new organization at Elkhart, Ind.

A NEW CLUB has been formed at North Adams, and a tournament is contemplated for July 4.

ALL CLUBS are expected to send delegates to Springfield, September 16, 17, 18 and 19, 1884.

THE WILKESBARRE, PA., CLUB will hold a race meeting, July 4.

#### CLUB ELECTIONS.

AMESBURY BICYCLE CLUB.—President, F. W. Merrill; secretary and treasurer, A. F. Greenleaf; captain, A. F. Greenleaf.

BROOKLYN WANDERERS.—Captain, L. F. Crowell; standard bearer, C. Anderson; secretary, J. R. Ross; treasurer, F. L. Street.

CAPITAL BICYCLE CLUB, WASHINGTON.—President, Charles Flint; vice-president, J. W. Wagner; recording secretary, John T. Loomis; corresponding secretary, Walter S. Dodge; treasurer, Clarence G. Allen; captain, Benjamin W. Hanna; sub-captain, Wallace F. Crossman; junior subcaptain, DeLancey W. Gill.

CITIZENS' BICYCLE CLUB, NEW YORK.—President, Rev. Thomas McKee Brown; vice-president, Fred. G. Bourne; secretary, Knight L. Clapp (Stewart building); treasurer, Frank J. Pool (3 Broad street, New York); captain, Dr. N. M. Beckwith; first lieutenant, Geo. E. Dunlap; second lieutenant, Wm. A. Bryant; surgeon, Dr. Frank S. Grant; first color bearer, Simeon Ford; second color bearer, Wm. H. McCormack; first bugler, Chas. H. Schmidt; second bugler, Fred. C. Thomas; board of trustees, George A. Wells, Rev. Thomas McKee Brown, Knight L. Clapp, John C. Gulick, Fred. G. Bourne, W. H. Book, Richard Nelson.

DAKOTA BICYCLE CLUB, OF GRAND FORKS.—Captain, George A. Batchelder; first lieutenant, J. M. Corbet; secretary and treasurer, Joe E. Clifford.

HEMPSTEAD WHEELMEN.—President, A. C. Almy; captain, James G. Allen; secretary, Prof. Moffat; treasurer, George Leslie.

<sup>\*-</sup>Breakfast, †-Dinner, ||-Supper,

LANCASTER BICYCLE CLUB.—President, Dr. E. P. Day; vice-president, John C. Hager; secretary and treasurer, Will B. Youngman; captain, W. Frank Gorrecht; lieutenant, E. P. Day; bugler, captain; color bearer, F. A. Achey.

MARYLAND BICYCLE CLUB.—President, Samuel T. Clark; captain, E. R. Jones; secretary, A. C. Kenly; treasurer, E. P. Hayden; first lieutenant, J. H. Schone; bugler, Dr. H. W. Hooper.

NORTH SIDE WHEELMEN, CHICAGO.—President, F. W. Gookin; vice-president, D. P. Wilkinson; secretary, H. F. Fuller; treasurer, John Wilkinson; captain, J. O. Blake, chief consul Illinois.

STATEN ISLAND WHEELMEN.—Captain, Knight L. Clapp; first licutenant, Walter Lambert; second lieutenant, W. Y. Wemple; secretary and treasurer, E. T. Nichols, Jr.; surgeon, Dr. Frank S. Grant; color bearer, Percy C. Winter; bugler, W. A. Whitehouse.

WILKESBARRE, PA., CLUB.—President, E. G. Mercur; captain, J. G. Carpenter; first lieutenant, B. F. Morgan; secretary, Shepherd Ayars; treasurer, B. H. Carpenter; bugler, J. S. Kulp; color bearer, C. E. Bertles.

WILMINGTON BICYCLE CLUB.—President, Jas. L. Yopp; captain and vice-president, Jos. R. Wilson, Jr.; secretary, treasurer, and lieutenant, H. Burkhimer; club committee, Jas. L. Yopp, Jos. R. Wilson, Jr., H. Burkhimer, A. W. McDougall, A. J. Mitchell.

#### Items of Interest.

Now for Springfield.

Harrogate, August 4.

A thousand wheelmen met in Liverpool on Saturday, June 14.

England has 143 bicycle factories and eightythree tricycle makers.

Bicycles increased over 100,000 in 1883, and not much of a year for bicycles, either.

Thirty million dollars are invested in bicycle manufacture in England alone.

The Rudge bicycle is winning all bicycle races this year, and the Victor tricycle the tricycle races.

No less than fifty-three English patents have just been issued for improvements on bicycles, tricycles, etc.

F. R. Cook broke the half-mile record on the Pacific coast, Decoration Day, riding half a mile in 1m. 291-48.

Two Harvard graduates sailed from Boston, June 21, for a three months' bicycle tour in England and Scotland.

The Prince of Wales has found a new road to popularity. He has become an enthusiastic and expert bicyclist.

Prince and the trotting horse "Scotland" raced ten miles for \$500 a side at Philadelphia, June 20. Prince won in 33m. 351-2s.

During 1883 five records of over 200 miles in twenty-four hours were made upon that wonderful little wheel known as the Facile.

Trick riding has never been very popular in England, but at the Scottish meet prizes are specially offered for fancy jobs on the wheel.

Wheeling, W. Va., has fifty wheelmen, and the interest in the sport is increasing. Where should wheeling be more at home than at Wheeling?

The wheel is now nearly as common in England as is any other vehicle. One writer on the subject states that he counted over 150 beside a single church on a Sunday.

The *Bicycling World* objects very properly to gold lace and fancy trappings on club uniforms. "Neat, but not gaudy," should be the motto, and comfort rather than show, the principle.

The racing season is at its height in England, and to give some idea of the extent of the popularity of the wheel in that country, there were thirty-two distinct race meetings held on June 2.

The first two days' run ever made on a tandem bicycle in this country was recently accomplished by C. A. Joslin and W. A. Chase, of the Leominster, Mass., Bicycle Club, who covered 140 miles within the two days.

On May 20, Joseph Murphy rode from the bottom to the top of Corey Hill, Brighton, without a stop and heads the list of Corey Hill contestants. He rode a 54-inch Standard Columbia, with parallel bearings on wheels and pedals.

Several of the cycle clubs propose to organize squads next fall for torchlight parading in the interests of their favorite Presidential candidates.—

Boston Globe. We hope that the above is not true; wheelmen have something else to do beside meddling in politics.

In England fifty miles have been covered in 3h. 27m. on a tricycle, and the 100 miles between Bath and London have been covered in 7h. 13m. on a bicycle. A mile has been done in 2m. 31 2-5s.; ten miles in 29m. 30 2-5s.; twenty miles in 59m. 41 2-5s., and 100 miles in 5h. 50m. 5 3-5s.

The recent wonderful ride of Mr, Adams on the Facile calls forth the following authenticated all-day rides made on the Facile over ordinary roads: J. H. Adams, 242 I-2 miles; J. H. Adams, 221 I-4; J. W. M. Brown, 217 3-4; Walter Snook, 214 I-2; C. D. Vesey, 206 I-4; W. F. Sutton, 198; C. H. Cole, 189—averaging 210 miles in one day.

The Boston Bicycle Club contains some excellent burnt cork talent, according to one of the Lowell papers. They gave recently at the Music Hall in that city a performance which attracted a fine audience and was excellent in every respect. The singing was good, and a zoology lecture by Mr. Stutson was very enjoyable. The jokes and puns were new and exceedingly witty.

The round trip between Baltimore and Washington was made by a bicyclist for the first time recently. On June 1, I. D. Lord, Jr., and brother started from Baltimore at 2 A. M., and reached Washington in about seven hours. After resting some little time they started back, subsequently taking a spin on the Pimlico road after arrival in Baltimore, making their run 100 miles.

Thomas Stephens, who is traveling from San Francisco to Constantinople on a 50-inch bicycle, arrived at Omaha, June 18. He had lost twenty-five pounds on the trip. He started for Chicago on the 19th, and expects to reach New York the latter part of July. He will cross the ocean in September, and cross Europe in October, arriving at Constantinople about the 1st of November. He will be the champion for long distances.

found that the small wheel of his machine rode easier than the large wheel of an ordinary bicycle. His daily average was 132 miles, and 190 miles were covered in the last day's ride. The record is well-nigh incredible, but comes well attested.

WHEELING IN FRANCE.—Two tricyclists have been making a run from Paris to Geneva, a distance of 325 miles, in six days with delightful ease. They never tasted spirits, but drank coffee, chocolate, and occasionally aerated water with fruit syrup. They had breakfasts for which they paid fifteen cents each, and a charming country dinner for which they were charged thirty cents each, syrup and aerated water included. They ran on the national roads, kept by the government, with a surface like a billiard table and not a single rut, and, though they only carried a small tourist map, never ran a hundred yards out of the way, thanks for the sign posts at the first house and the last of every village. They never missed a friendly salutation, and a kindly "au revoir" was constantly called out as they dashed by. What a happy country for wheelmen this would be if we had such roads, etc., as they have in France!

SAFETY BICYCLES.—The manufacturers of bicycles find that it is better to make safe machines than to pooh-pooh the fears of people who don't want to get their craniums cracked. Several new safety machines have appeared in England, which have shown good capacity for work. One of these, called the "Kangaroo," is described as a little wonder. Says one of the English papers: "Although only a 36-inch wheel, it can be geared up on the tricycle principle to sixty inches. It will, perhaps, induce a great many, both young and old, to turn riders who abstain from bicycling for fear of falling off a higher machine, while it may possibly convert tricyclists, that is, if they can be persuaded that there is, as asserted, even less danger on it than on a three wheeler. It is certainly a very handy little machine." When safety is fully secured, there is only one other feature that wants attention, and that is cost.

#### RACE MEETINGS.

The first annual tournament of the Quaker City Bicycle Club was held at Jumbo Park, Philadelphia, June 17, 18 and 19. The attendance was very small. The racing was very fast; but, as the track is a short one, the records will not stand.

#### JUNE 17-AFTERNOON.

#### One-Mile Amateur. MINS. SECS. A. Dolph, 1st,\* - - - - -2 50 C. Frazier, 2d, - - - - -50 1-4 One-Mile Tricycle. E. P. Burnham, 1st,\* - - - -18 1-4 3 A. G. Powell, 2d, - - - -18 1-2 Two-Mile Bicycle. 48 E. P. Burnham, 1st,\* - - - -48 1-8 A. Dolph, 2d, - - - - -Four-Mile Bicycle. Samuel H. Crawford, 1st, - -17 14 3-4 John Green, 2d, - - - -147-8 Ten-Mile Bicycle. George D. Gideon, 1st, - - -36 11 John A. Green, 2d, - - - -32 5-8 37 JUNE 17-EVENING. Ten-Mile Professional. J. S. Prince, 1st, - - - -10 3-4 W. M. Woodside, 2d, - - -11 31

Onc-Mile Without Hands.		
One-mue ir mnom manus.		
	MINS.	SEC5.
C. II. Chickering, 1st,*	3	91-4
Thos. B. Finler, 2d,	_	
Half-Mile Bicycle.		
		2.5
E. P. Burnham, 1st,	1	25
C. F. Frazier, 2d,	I	25 I-2
Two-Mile Bicycle—3.20 Cla	ss.	
George Weber, 1st,	6	16
Louis J. Kolb, 2d,		
· Two-Mile Tricycle.		
E. P. Burnham, 1st,	7	I1 I-4
A. G. Powell, 2d,		—
JUNE 18—AFTERNOON.		
· ·		
Two-Mile Bicycle—Novice	<b>.</b>	
Frank W. Kohler,	6	26 1-4
Fred Smith, 2d,	6	27
· · ·		•
Five-Mile Tricycle.		
E. P. Burnham, 1st,*	17	55 I-4
Geo. D. Gideon, 2d,	17	56
A. G. Powell, 3d,	_	
Five-Mile Bicycle.		
	, -	18.0
A. Dolph, 1st,*	15	18 1.2
John Brooks, 2d,	15	20
Two-Mile State Championsh	ip.	
A. G. Powell, 1st,	6	35
Edward Kohler, 2d,	6	53 1-4
		33 +-4
One-Mile for Boys Under 1	6.	
Thos. R. Finley, 1st,	3	23
J. G. Fuller, 2d,	3	24
Tug-of-War.		
Smithville's Stars, 1st,	_	
Quaker City, 2d,	_	
JUNE 18—EVENING.		
Three-Mile Bicycle.		
C. F. Frazier, 1st,*	9	22
Frank M. Dampman, 2d,	9	27 1-4
Five-Mile Professional.		
J. S. Prince, 1st,*	15	19
W. M. Woodside, 2d,	15	191-4
	- 15	1914
Ten-Mile Bicycle.		
C. F. Frazier, 1st,*	32	23
E. P. Burnham, 2d,	32	23 3-4
	~	
JUNE 19—AFTERNOON.		
Five-Mile Bicycle.		
-	16	00
E. P. Burnham, 1st,	16	00
E. P. Burnham, 1st, A. Millard, 2d,	<u>16</u>	00
E. P. Burnham, 1st, A. Millard, 2d, Twenty-five-Mile Bicycle.	-	00
E. P. Burnham, 1st, A. Millard, 2d,  Twenty-five-Mile Bicycle.  HOUR.	MINS.	SECS.
E. P. Burnham, 1st, A. Millard, 2d,	— мінs. 27	SECS. 57 I-4
E. P. Burnham, 1st, A. Millard, 2d,  Twenty-five-Mile Bicycle.  George M. Hendee, 1st,* I  Charles F. Frazier, 2d, I	MINS.	SECS.
E. P. Burnham, 1st, A. Millard, 2d,	— мінs. 27	SECS. 57 I-4
E. P. Burnham, 1st, A. Millard, 2d,	— мінs. 27	SECS. 57 I-4
E. P. Burnham, 1st, A. Millard, 2d,	MINS. 27 27 —	SECS. 57 I-4 58 I-2
E. P. Burnham, 1st, A. Millard, 2d,	MINS. 27 27 —	SECS. 57 1-4 58 1-2
E. P. Burnham, 1st, A. Millard, 2d,	MINS. 27 27 —	SECS. 57 I-4 58 I-2
E. P. Burnham, 1st, A. Millard, 2d,	MINS. 27 27 —	SECS. 57 1-4 58 1-2
E. P. Burnham, 1st, A. Millard, 2d,	MINS. 27 27 —	SECS. 57 1-4 58 1-2
E. P. Burnham, 1st, A. Millard, 2d,	MINS. 27 27 — 31 33	SECS. 57 I-4 58 I-2 4I I-2 31 I-2
E. P. Burnham, 1st, A. Millard, 2d,	MINS. 27 27 — 31 33	SECS. 57 I-4 58 I-2 41 I-2 31 I-2
E. P. Burnham, 1st, A. Millard, 2d,	MINS. 27 27 — 31 33	SECS. 57 I-4 58 I-2 41 I-2 31 I-2
E. P. Burnham, 1st, A. Millard, 2d,	MINS. 27 27 — 31 33	SECS. 57 I-4 58 I-2 41 I-2 31 I-2
E. P. Burnham, 1st, A. Millard, 2d,	MINS. 27 27 — 31 33 16 17	SECS. 57 I-4 58 I-2 4I I-2 3I I-2 23 6 3-4
E. P. Burnham, 1st, A. Millard, 2d,	MINS. 27 27 — 31 33	SECS. 57 I-4 58 I-2 41 I-2 31 I-2
E. P. Burnham, 1st, A. Millard, 2d,	MINS. 27 27 — 31 33 16 17	SECS. 57 I-4 58 I-2 4I I-2 3I I-2 23 6 3-4
E. P. Burnham, 1st, A. Millard, 2d, Twenty-five-Mile Bicycle.  George M. Hendee, 1st,* 1 Charles F. Frazier, 2d, 1 L. B. Hamilton,	MINS. 27 27 — 31 33 16 17 39 — 255.	SECS. 57 I-4 58 I-2 41 I-2 31 I-2 23 6 3-4
E. P. Burnham, 1st, A. Millard, 2d,	MINS. 27 27 — 31 33 16 17	SECS. 57 I-4 58 I-2 4I I-2 3I I-2 23 6 3-4
E. P. Burnham, 1st, A. Millard, 2d, Twenty-five-Mile Bicycle.  George M. Hendee, 1st,* 1 Charles F. Frazier, 2d, 1 L. B. Hamilton,	MINS. 27 27 — 31 33 16 17 39 — 255.	SECS. 57 I-4 58 I-2 41 I-2 31 I-2 23 6 3-4
E. P. Burnham, 1st, A. Millard, 2d,	MINS. 27 27 — 31 33 16 17 39 — 255. 6	SECS. 57 I-4 58 I-2 41 I-2 31 I-2 23 6 3-4
E. P. Burnham, 1st, A. Millard, 2d, Twenty-five-Mile Bicycle.  George M. Hendee, 1st,* 1 Charles F. Frazier, 2d, 1 L. B. Hamilton,	MINS. 27 27 — 31 33 16 17 39 — 255.	SECS. 57 I-4 58 I-2 41 I-2 31 I-2 23 6 3-4
E. P. Burnham, 1st, A. Millard, 2d,	MINS. 27 27 — 31 33 16 17 39 — 255. 6	SECS. 57 I-4 58 I-2 41 I-2 31 I-2 23 6 3-4

<sup>\*—</sup>Best on record for America. The track being 48 feet short, no records are allowed.

TWENTY-FIVE-MILE RACE.—The final contest for the 25-mile champion belt and prizes of \$75, \$30, \$15, and \$5 took place at the Aylestone-road Grounds, Leicester, Eng., May 31. A number of the best riders in England were engaged, and the contest is described in The Sporting Life as follows: "The lot raced in close company until within two laps of home, and from this point the struggle commenced. Duncan quickened, and Howell, who had been content to ride behind Wood, now passed him and took second place, with Wood hanging on to his back wheel like a leech, and the others close up. Indeed, it was not until the last lap, in which the pace was terrific, that any gaps were visible, and even at so short a distance from the finish it appeared anybody's race, for Battensby and James were both going as fast as Howell and Wood. However, rising the hill, where Battensby made his effort, Fred Lees collided against him, and down the North countryman came—a fearful cropper—and James, who was just behind, also came to grief, and when picked up he was found to be severely injured. Thus the chances of two men, who might have troubled the favorites a bit, were disposed of, and after a bit of a tussle Howell and Wood passed Duncan. Down the hill Howell and Wood rode, locked together, at a fearful pace, but Howell managed to hold a slight lead, making the turn into the straight a length ahead, but he took the corner very wide, seemingly as if he had lost control of his machine for a moment, and bored Wood nearly on to the rails. This did not improve Wood's chance, and, although he spurted pluckily, he was unable to quite get up, and Howell passed the post three-quarters of a yard ahead. Duncan was third, about ten yards behind, and Lees fourth, while Tyre finished some few seconds afterwards, fifth. The belt now becomes Howell's absolute property."

The great racc meeting of the year will be held at Springfield, September 16, 17, 18 and 19, 1884.

#### FROM THE ANTIPODES.

Editor of Springfield Wheelmen's Gazette:—The following statistics, which two of my Australasian subscribers have prepared for the long-distance chapter of "Ten Thousand Miles on a Bicycle," seem sufficiently interesting to deserve advance publication in your paper. It should be remembered that neither report professes to be complete, as each of my correspondents was obliged to write in something of a hurry.

Washington Square, N. Y., June 21.

#### NEW ZEALAND.

The New Zealand Cyclists' Alliance is an institution similar to the National Cyclists' Union of England. Its secretary is E. H. Burn, sub-captain of the Dunedin Cycling Club (who has printed several letters in the Wheelman), and its treasurer, who was formerly the secretary, is J. Foxley Norris, ex-secretary of the Pioneer Bicycle Club, of Christchurch, N. Z., and formerly known as "Mr. Perker," of the Pickwick Bicycle Club, London, of which city he is a native. The latter gentleman, writing April 26, gives these particulars of some of the leading clubs of the island. The names are those of towns, unless otherwise specified, and the club officers mentioned are captain and secretary in each case: Pioneer Bicycle Club, of Christchurch-T. R. Dunford, A. Lowry, (H. Langdon, sub-captain); organized April, 1879; about 50 members. Christchurch Bicycle Club—N. Oates, H. Oakcy; about 25 members. Dunedin Cycling Club—Organized August, 1879; A. J. Duncan, A. J. Brown; more than 40 members. Wellington Cyclists' Association—Organized October, 1881; R. J. Scott, R. G. Toulson; 23 members. Auckland Bicycle Club—Organized November, 1881; Will. Beswick, C. Bartley. Waitemata Bicycle Club, of Auckland—H. H. Hayes, secretary. Oamaru Bicycle Club—1881; H. R. Spruce, J. H. Todd. North Otago Cycling Club, of Oamaru—Kenneth Bain, secretary. South Canterbury Bicycle Club—J. Sanderson, captain. Nelson Bicycle Club.

"I don't think it possible," writes Mr. Norris, "to ride fifty miles without a dismount, here in New Zealand, owing to the river beds and shingle. No one has yet done it, and I myself certainly could not do it; though, in 1879, while in England, I rode from Bath to Newbury, over Box Hill and Marlboro Hill, exactly fifty miles, without dismount, spite of a drizzling rain. Thence I went to Maidenhead, thirty miles, for my next dismount, and thence to London, twenty-six miles, with several stoppages, making 106 miles for the day. The following are the most notable rides in New Zealand:

"AUCKLAND TO MASTERTOS"—January, 1884; ridden by Mr. F. Fitton, of Auckland; hilly roads. He intended to reach Wellington, but failed, owing to machine.

"Wellington to Hot Lakes—January, 1884; ridden by Mr. W. K. Adam, of Oxford University and London Bicycle Clubs, England. This journey is the reverse of Mr. Fitton's, and the two met and exchanged notes at Napier. Mr. Adam intended to reach Auckland, but had to stop through illness, not weakness. He was a time recorder forty-five miles in England last year.

"CHRISTCHURCH TO DUNEDIN—242 miles; Easter, 1882; ridden (and walked) by Mr. J. Foxley Norris, of Pioneer Bicycle Club, Christchurch, N. Z. (namely, myself). The roads were rough, with three mountain ranges to cross. The journey occupied five days, three of which were rainy. This is the longest straightaway distance yet made in New Zealand.

"CHRISTCHURCH TO WAIAN AND BACK—Total, 170 miles; February, 1884; hilly, and eighty miles new to cyclists; ridden by H. J. Jenkins, of Pioneer Bicycle Club, and F. W. Painter, of Christchurch Bicycle Club.

"The following have ridden 100 miles in a day: F. R. Dunsford, H. J. Jenkins, R. W. Mountfort, J. F. Norris, and A. E. Preece, of Pioneer Bicycle Club; F. W. Painter, J. W. Painter, and T. W. May, of Christchurch Bicycle Club; and F. A. Cutten, of Dunedin Cycling Club."

#### AUSTRALIA-DAY'S RECORDS OF 100 MILES.

Compiled by "Antolycus." ING TOT'L CLUB. TIME, TIME, DATE. Nov. 26, A. Joy, 49\* Melbourne, 11.16 ι883. Sept. 20, G. A. Thorne, 52\* F. J. Lewellyn,53\* 10.50 Excelsion. Sept. 18, A. L. Wood, 11.55 T. B. Bason, Melbourne. 11.55 - Walker, 11.04 " Oct. 10, H. Stokes, 11.04 T. P. Jenkins, Bohemian, 9.30 Oct. 14, R. A. Thompson, 11.57 H. P. Shimmin, " 11.57 Dec. 30, S. A. Mott, Normanby and Hamilton, 10.23 A. C. Destree. 10.23

	HWF7	<b>S</b> I
DATE, NAME, CLUB.	RID- ING TIME.	TOT'L
Jan. 31, F. W. Briggs,† Warrnambool, 1883.	9.11	
Jan. 1, A. Bartram, Carlton, May 20, G. W. Burston,		11.58 9.50
May 24, — Hodgman, Tasmanian B. C., H. Knight, Hobart B. C., F. Turner, "	11.49	12.34
Oct. 11, A. J. Foote, Warrnambool, Oct. 16, P. J. Bowen, Marmion (Tasman	10.58 9.54 ia), 10.48	1-2
J. Leedham, "Dec. 28, J. S. Foulkes, Normanby,	10.48	10 1-4
Mar. 17, R. O. Bishop, a Fernside, April 29, H. P. Shimmin, Ballarat, May 9, A. Foote, Warrnambool,	10.15 11.57 9.26	11.25
F. W. Briggs, "Dec. 26, E. Greensides, Castlemaine,	9.26	
J. Georges, "		11.50
DATE. Nov. 9, 32  Mar. 17, 33  Mar. 25, 31  """  """  """  """  """  """  """	2 14 14	31,
- 6	May ne, Oct.	Jan.
STRALIAN AMATEUR RECORDS.  Complied by "Autobycus."  NAME. W. S. Hazelton, A. C. U. meeting, Melbourne,  " Warehouseman C. C. Ground, " Melbourne C. G. Ground, " Melbourne C. Ground, " " " " " " " " " " " " " " " " " " "	" " road race Kyneton to Melbourne, road race Warmambool	Warrnambool,
STRALIAN Compiled NAME. W. S. Hazelte  "" "" "" "" "" "" "" "" "" "" "" "" "	r. Lister, H. Stokes, F. White	F. W. Briggs,

#### VARIOUS TOURS.

Longest Distance Ridden Without a Dismount.—Seventy-five miles performed by A. Foote in the 75-miles road race, Warrnambool, November 9, 1883.

Longest Tour on a Bicycle.—R. O. Bishop, 662 1-2 miles, ridden in twelve days through Western District (Victoria), including all stoppages.

Longest Tour on a Tricycle.—Edward Ash, 244 miles, riding from Hobart to Launceston (Tasmania) and back; time, including all stoppages, five days.

BEST TIME ON A TRICYCLE.—R. J. Parker (Vietoria), November 2, 1883, ninety miles in 10 1-2 hours. Machine broke, or the centenary would have been completed.

Longest Tricycle Tour in Victoria.—G. H. Broadbent, a grandfather, 135 miles; Melbourne to Murchison, 94 miles, had to train some distance back in consequence of the severity of the weather.

Longest and Fastest Straightaway Ride on a Tricycle.—J. Copeland, 100 miles ridden on 1 1-2 picked road, North Shore, Sydney (N. S. W.), October 16, 1883. Riding time, 12 1-2 hours; total time, 16 hours.

J. Copeland, same time and place, 120 miles. Total time, 20 hours; riding time, 14 3-4 hours.

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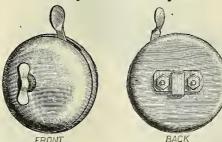
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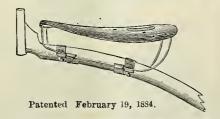
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	satin finish and engraved,	17.50
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	cious stones (same as cut),	75.00

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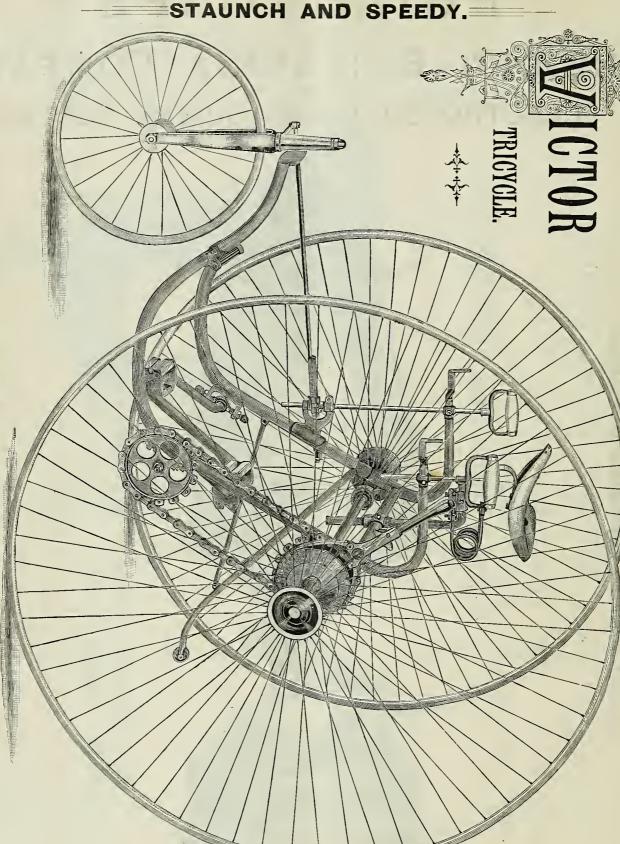
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# SPECIFICATION PUBLISHED MONTHLY.

Vol. II.—No. 4.

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CHICAGO, June 24, 1884.

WILL C. MARVIN, Esq.

DEAR SIR:—Yours of the 22d and the Wheelman's Autograph Album, entitled "My Cycling Friends," is at hand. I think it is the very best, and most appropriate thing of the kind that I have yet seen, and well worth double the price asked for it. Enclosed find two dollars, for which please send me two more of them, having sold them to-day to C. P. VanSchaack, and J. O. Blake, Chief Consul of L. A. W., for Illimois. Both are members of the Chicago Bi Club. Hoping that you will forward same at once I remain,

Yours respectfully,

W. H. CANSICKLEN.

ully,

W. H. VANSICKLEN.
C. Ei. C.
C. T. C.
L. A. W.
Champion State of Ill.
Chairman Racing Board of Ill.
Division L. A. W.

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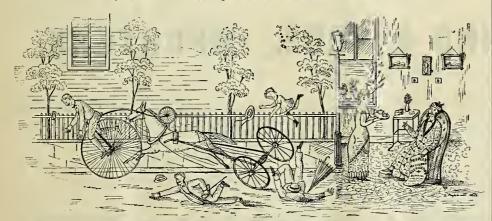
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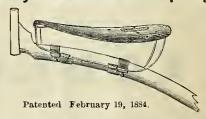
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### THE SPRINGFIELD

# WHEELMEN'S GAZETTE.

A JOURNAL OF CYCLING. PUBLISHED MONTHLY.

Vol. II.—No. 4.

SPRINGFIELD, MASS., AUGUST, 1884.

PRICE 5 CENTS.

#### Terms of Subscription.

One Year by mail, post-paid,	-	-	- 50 cents.
Six Months " " -	-	, -	- 25 "
Clubs, entire membership, per year,	-	-	30 cts. each.

HENRY E. DUCKER, - - - Editor and Manager. Chas. A. Fisk, - - - Treasurer.

Communications must be in not later than the 20th of each mouth, to secure publication for the following month.

Address all Communications to The Springfield Wheel-Men's Gazette. Make Checks and Money Orders payable to Chas. A. Fisk, Treasurer.

Entered at the Post-Office, Springfield, Mass., as Secondclass Matter.

#### A MONTH OF TOURNEYS.

This number of the GAZETTE may fairly be termed a tournament number, on account of the many anouncements of wheelmen's meets it contains. The suggestion in the July GAZETTE that advertising pays in connection with these events, appears to have been heeded. If you are going to do a thing, do it in a business-like way. It is folly to hide one's candle under a bushel. If you want people to find you, let them know where you are. Business isn't done on the hide-and-seek principle, nowadays; it is pretty much all seek.

Beginning with the Pittsfield, Mass., tournament which occurs August 14, and ending with that at New Haven, Ct., September 23, 24, we have a pretty full month of interesting and well planned bicycle meets. The tournament at Cleveland, Ohio, August 18, 19, will draw together large numbers of wheelmen in the interior States. Next in order is the meet at Hartford, Ct., September 9, then the Albany Bicycle Club's two days, September 11 and 12, and by the time the boys are rested they can go to the annual meet of the Pennsylvania division of the L. A. W. at Philadelphia and Germantown under the auspices of the Philadelphia, Germantown and Pennsylvania clubs, Saturday, September 13. Three days' breathing spell will follow, and then begins the great Springfield meet and tournament, September 16, 17, 18 and 19, followed in four days by the New Haven meet. These great events will not detract from each other in the least. The more the merrier. One advantage of them is to show the public that bicycling has become a great interest, and has rights which are bound to be respected.

We wish our friends the most signal success in their undertakings, and shall watch the outcome of their announcements with the greatest interest.

#### WHAT IS A HANDICAP?

Handicap, or hand in the eap, is the etymology of the word, and its original signification was the drawing of lots from a cap, for a choice of position in a race or athletic contest. From this, it came to mean a system of arbitration by which the inequalities of contestants should be removed. The word is now used in various games and sports to denote the placing of competitors, good, bad,

and indifferent, on such a footing, that all shall have, as nearly as possible, an equal chance of winning. Thus in horse racing, when one horse is found to be greatly superior to his contestant he is made to carry extra weight enough to reduce his speed to that of the other. The beau ideal of a handicap would be such a nice discrimination as to the merits of the contestants, and such an adjustment of these drawbacks, that there would result a "dead heat." But in practice, this is impossible; but the official handicapper becomes very acute in his discrimination, and his decisions are regarded as law. In horse racing, according to an English authority, no jockey with his saddle, etc., must weigh less five stone, seven pounds, but the maximum is left in the hands of the handicapper, who apportions to each horse a weight corresponding to its public performance, age, or sex. No appeal is allowed from his decision. He has arbitrary power, and must be a person of sound judgment, unquestioned integrity, and thorough experience. When the handicaps have been announced no change can be made. Each jockey is weighed with his saddle, before starting, and the extra weight to be carried is made up of lead strips let into the saddle flaps. The weights range from three pounds up to fifty or sixty pounds.

The principle of handicapping is applied to many other sports than horse racing, though the adjustment is made in different ways. In pigeon shooting, the more skillful the marksman, the farther he must stand from the mark in comparison with the less skillful. In chess, certain "men" are given to equalize the players. In billiards "points" are given. In yachting, pedestrianism, etc., a "start" is allowed. When a yacht of large tonnage is handicapped with a lesser one, extra time is allowed for the performance of the race. For instance, if a 50 or a 30 ton yacht start for a race, the former allows the latter, say, five minutes. They start together, and the heavier yacht reaches home, say, three minutes in advance of the other. In that case the lighter vacht's handicap of five minutes gives her the race by two minutes, though she was the last to reach home. Whatever the method of adjustment used, the principle is the same, to equalize by certain drawbacks, the good, bad, and indifferent in the race.

In bicycle races in England the system mentioned above as applied to yachting is sometimes used. But such races are uninteresting to spectators, as they cannot readily follow and time the races. What the crowd likes to see is a grand struggle on the home run, and in an accurately adjusted handicap race, so arranged, the struggle is very exciting. This is affected in the system most in vogue in this country, the "distance handicap" and the "time handicap." In the distance handicap, ten yards to a second are allowed between contestants of different records. For instance, A, with a record of 3 min. is matched with B, with a record of 3.10. A is placed at the serateh and B at 100 yards in advance, and both

start at the same instant. The disadvantage of this is that B does not run a full mile.

In the time handieap, which is adopted by the Springfield Bicycle Club for its races, the contestants all start from the scratch, but not together. The man with the slowest record is started first, and he with the best record last. Thus A with a record of 3 min., will wait.at the scratch ten seconds after B with his 3.10 record has started. This method of handicapping is perfectly fair, and has the advantage of being easily understood by the spectators. Every contestant is obliged to run his full mile, and the difference in time is a much more accurate handicap than a difference in distance. Thus at the finish the contestants, if they are equal to their records, are well bunched together, and the spectators know that the first man under the line, wins.

#### RECREATION VERSUS SPORT.

The tendency of our hurrying American life is to make men old before their time. We do not stop to think that our bodies are delicately-constructed machines which are all the time wearing out, and which need oiling and repairing, and even rebuilding, as much as the product of the machinists' shop. The time comes when we become low-spirited. Things go wrong. Even our morals seem likely to topple over. Physical and mental dyspepsia make the world look blue. In nine cases out of ten this is because we have failed to lubricate ourselves, or to repair or rebuild our wasting machinery.

To accomplish this rebuilding men have various expedients. Any proper use of mind or body which changes the action of either, or both, helps to do this, but mere amusement is not enough. A game of billiards, the latest novel, an evening at the theater, a hand at eards, looking on at a horse race or a regatta, or a base-ball match, are diverting, and often resting and stimulating to the jaded mind, but they fall short of one's full needs. What are technically called sports also have their uses in this direction, but when they are actively engaged in, the competition and excitement are apt to lead to over-exertion, which is harmful rather than beneficial. What is needed is summed up in the word recreation, the re-making of one's self, physically and mentally. Sport may do this and amusement may do it, in some cases, but both fall short of the exact needs of the body and mind. A writer in the Providence Journal puts the exact truth regarding the best kind of recreation very pleasantly and forcibly as follows:

All those accustomed to sedentary pursuits, or shut up in the counting-room, must have some uniform daily exercise or the day of reckoning will surely come. Walking is not enough. The gymnasium is good when driven in-doors, but nothing can supply the place of open air and sunshine. Our choice must be between ball, boating, tennis, and the saddle. The first is one of the noblest pastimes ever developed in our country, and one of high ancestry, ascending even to ancient Grecian times. Would those happy days might return when we so enjoyed in the country village the healthful sport of

four-hole-cat, or, if limited numbers compelled, one-hole-cat, gotten up at a moment's notice, at recess or between dinner and work. From this game, however, the great majority in our cities are practically shut out by the system now in vogue. Tennis gives excellent development to all parts of the physical system, as all who practice it know, but its requirements of time and place and partners limit its utility as an exercise for the general public. Boating has great advantages for those who can daily afford the time to reach the point of departure. The saddle has all the advantages of these various exercises and none of their restrictions. If there be any difference between the horse and the wheel, we think it is in favor of the latter, and certainly the expense is much less. After the first outlay there is practically no expense. Consuming nothing but five cents worth of oil per annum, needing but little care, standing in the back hall or in the woodshed, the silent steed is ever ready and eager to carry its master whithersoever he may desire, even without the ordinary moment's notice. It brings into play every muscle, expands the chest and fills out the unused air cells in the lungs, steadies the nerves and brings them into harmonious action with the muscles, purifies the blood and sends it tingling along the flaccid limbs, improves the digestion, increases the appetite, and gives a new tone and fresh vigor to all the vital parts. One of the keenest delights about the whole exercise is the after-glow. We often take a ten or fifteen mile spin at the top of our speed without dismounting, and ret.irn well nigh exhausted and with perspiration streaming from every pore, just to enjoy the result which follows a bath, first in tepid, then in cold water, and a complete change of clothing. If at evening, the underclothing should be a trifle heavier than those worn during the ride. The hours that follow will be the happiest of life. One feels as if newly made. As Goethe puts it in the Easter hymn in Faust, Er ist in Werdelust Schaffender Freude nah, in the bliss of becoming, the joy of development into new being, he is near to creative joy, the joy which creative power gives. There is no excitement about this feeling, but a quiet relaxation, and one may lie down and sleep without the movement of a muscle until long after the next suurise. I must acknowledge, how ever, that if one sits down at his desk for work, he is tempted to remain there far into the small hours, so long does the delightful glow last. To enjoy all this and to secure the benefits that are to be derived from the wheel, it must be used systematically aud with a proper attention to details. The young may disregard many things which those in mature life must observe. Always wear woolen underclothing; always carry along a woolen blonse, strapped to the handle bar or backbone when going any distance, and never fail to put it on when you dismount under a shade, or in a breeze, or even upon entering a house; and never neglect to bathe and take other proper precautions on your return. If any one feels a general letting down of the whole system, and cannot get away for the summer to the sea-shore or mountains, or better still take a trip to Liverpool and back, let him mount an "Expert" and follow the course above indicated, and unless my experience is deceiving, he will at the opening of winter feel a general strengthening of all the guys, and a new life pulsing through the vital parts that will carry him gallantly through the storms to a new spring.

#### TOURNAMEMT COSTUMES.

The Springfield Club received much credit last year, for insisting that the men who entered for the tournament races should make a respectable and decent appearance as regards costume. Without exception the amateurs were neatly dressed, and not an accident occurred to mar the pleasure of the most sensitive spectator. A series of races was never given elsewhere in this country, which was witnessed by so many ladies. Not only was the most respectable and refined female society of Springfield represented, but many ladies came from a distance, and the interest of that portion of the attendance was so great that it is certain to be more than repeated this year. The fact that these people expect to witness a contest of gentlemen of good taste, who know how to demean themselves in good society has given the coming tournament a good character in advance, and the Springfield Club purposes to keep that good character if possible, consequently it proposes that those who enter the races shall be properly dressed. Last year proved that good races could be run

without bare legs and with costumes to which no one could take exception. Let the same prove true this year.

The costume we suggested last year, consisted of a loose woolen shirt, and drawers and stockings of the same material, made in two pieces. These are elastic, comfortable and cool, entirely unobjectionable in every respect, and not liable to accidents in a sharp contest. These are not to be confounded with fancy circus tights. They are furnished by Ira Perego of New York, and we presume by other bicycle goods furnishers. We trust our friends will appreciate and approve our position in this matter, and come to see us with the idea of being as good looking as they know how. We know by experience that the ladies of Western Massachusetts are very fond of handsome men.

#### PAINTING THE TOWN RED.

"Has any brother anything to offer for the good of the order?"

Well, we think we have a little timely good advice which we hope will be received in as good a spirit as that in which we offer it.

Firstly-Boys will be boys.

Secondly-Men will also be boys, sometimes.

Thirdly-We confess to a gentle hankering to be a boy ourselves occasionally.

Fourthly-The man who thinks he has got beyond the period in life, when it is good to be a boy, once in a while, is too old and too fresh to

Fifthly-He should put himself at once into pickle.

Sixthly-But-

Seventhly-A boy, or a man, can be a boy without a too liberal use of a vermilion paint brush.

Eighthly-Bicycle boys have thus far sustained an excellent reputation for gentlemanly conduct.

Ninthly-On account of the peculiarities of their recreation, it is necessary for them to be very steady fellows.

Tenthly-The bicycle has no accommodation, whatever, for a scarlet paint pot, and conse-

Eleventhly-No truly good and properly ambitious wheelman ever goes on a tour for the purpose of " painting the town red." But

Twelfthly-This is not the case with some other organizations of young men.

Thirteenthly-Some old codgers who ought to know better, and who are competent to set a good example, are as bad offenders as anybody, so that the blame mustn't be all laid upon the young men.

Fourteenthly-There is no class of men who are now touring about the country in such numbers as wheelmen. They go everywhere and are found in railroad trains, steamboat cabins and hotel parlors.

Fifteenthly-It is very important that they should sustain the good reputation they have already achieved. The credit of the whole frater-nity is at stake. The report of a grand, hilarious, alcoholic, cowboy "bum" enacted by a company of wheelmen anywhere is sure to be circulated everywhere, to the injury of everybody that rides a wheel.

Sixteenthly-We call no names and mention no instances, but we have noted a tendency to "halcyon and vociferous" conduct on the part of some wheeling tourists, and the purpose of this article is to utter a timely word of caution.

Seventeenthly-The advice of Punch regarding getting married applies here. That advice is

Eighteenthly-Don't!

Having reached the point in the teenthlies where the noted Joseph Cook sometimes pauses, we pause. It is not our purpose to be severe, but we are in earnest in this matter of retaining the good opinion of the public, and there is no way to do it but for every wheelman to determine to behave himself like a gentleman, and see that his brother wheelmen do the same.

Don't paint the town red!

The color is not popular.

If you do we shall feel blue.

We believe the wheelman is wise, and a word to the wheelman is sufficient.

#### OUR DISAPPOINTMENT.

In a note to the London Cyclist of July 9, Mr. Henry Sturmey, whose visit to this country and to this city was anticipated with the greatest pleasure, thus explains his disappointment and ours:

THE PROJECTED AMERICAN TRIP.—With reference to the above trip, which I proposed to undertake, I am sorry that the postponement of the Springfield meet, together with other unforeseen circumstances that have since arisen, will prevent my carrying out the trip as intended. I am the more sorry for this because there was every prospect of a good party being formed, and I have already received many letters of welcome from the States. Of course, my being unable to go need not prevent others of the party doing so, and I shall be happy to put any one desirous of taking the trip in communication with those gentlemen who have intimated to me their intention of going. Although unable to carry out the projected trip this year, I have hopes of doing so next season, and if other riders intend going I shall be pleased to form one of a party then.

HENRY STURMEY.

Here is the way we go: Off to Pittsfield, August 14; on the way to Cleveland, August 18 and 19; returning in time for the Hartford races, September 9; stopping at the races of the Albany Club, September 10 and 11; on the way to the Philadelphia meet of the P. G. and P. Clubs, September 13; arriving home for a little rest preparatory to the Springfield meet, September 16, 17, 18, 19; and for a dessert we end with the jolly New Haven boys, September 23, 24. What better bill of fare could the average cycler ask? Seven courses, and either one good enough for a square meal.

It is with feelings of sadness and deep regret that we feel called upon to chronicle the visit once again of Death's grim messenger to the beautiful home of our faithful and highly esteemed division treasurer, F. P. Kendall of Worcester. It seems but a short time since a promising child was taken from them to the land of flowers and perpetual childhood, and now another pure and innocent spirit has been removed from their hearth, leaving behind aching hearts and sympathizing friends. Roger Cheney, only child of Frank P. and Florence C. Kendall, aged 5 months and 9 days, died in Worcester, July 10. Every wheelman whose pleasure it has been to form the acquaintance of Mr. and Mrs. Kendall will be deeply pained by this sad affliction, and from all sections of the country they will unite in expressions of sympathy and esteem. We will still trust in Him who ruleth over all in ways often far beyond our finding out, so profound is His wisdom.

#### THE COSTS OF BOOK-MAKING.

BY KARL KRON.

"The publication of 'Ten Thousand Miles on a Bicycle," said my prospectus of January 15, "is made conditional on my ability to secure in advance the pledges of at least a thousand wheelmen that they will purchase copies at a dollar each." I had no intention, however, of thereby conveying the idea that the securing of that number would in itself ensure the success of the book; but only that it would bring the achievement of such success into the region of probability,would make the chance attractive enough to be fairly worth fighting for. The pledged support of a thousand wheelmen was needed as a basis to work upon,-as a guarantee of good faith in respect to the assumed demand for an American road book,-as an assurance that my attempt to produce so elaborate a volume for a dollar would not be laughed at as chimerical and ridiculous.

No man can afford to take counsel of his own vanity, in deciding as to the promise and merits of a business enterprise in which he is disposed to embark; and, though the praise which many people gave me for my published road-reports was very pleasant, and though the suggestions occasionally offered that the same ought to be preserved and made accessible in book-form were very gratifying, I never was thereby blinded to the truth of the proverb that "fine words butter no parsnips." Talk is cheap, however agreeable its nature; but there seemed to be enough substance behind this particular sort of talk to justify me in risking a month of time and a hundred dollars of cash in discovering whether that substance represented as many as a thousand wheelmen who were willing to "talk money." Had I failed to find them, it would have behooved me, as a sensible man, to give no further attention to the siren voice of the flatterer, singing pretty songs about the universal, popular demand for such a guide-book. Having proved that there was no such demand, I should have quietly pocketed my losses, with a feeling of gratitude that I had escaped involving myself more disastrously, and should have resolutely refrained from dreaming any more dreams about giving a monumental impetus to American wheeling by the erection of a "colossus of roads." But since, as a matter of fact, my prophetic soul did not deceive me, -since the fine words of a year ago have already been justified by the enrollment of nearly 1,550 names upon my subscription list,-it may be worth while to say something about the chances of profitable publication.

I do not know the exact authority on which rests the general belief that the great majority of books fail to find as many as a thousand purchasers, but I do know that publishers insist that no money can be made upon a book until after a thousand have been sold. These two circumstances explain why they are very slow about consenting to publish any book which is not written by an author of acknowledged popularity; and why, if they do consent to publish, the best terms they will ever give the writer is "ten per cent. of the retail price, after the first thousand." Hence, if I had persuaded some prominent publisher to issue my book, and if he had succeeded in disposing of 2,000 copies at a dollar each, my entire reward would be \$100; if he should sell 3,000, it would be \$200; if 4,000, \$300; and so on. Thus, even such a phenomenal and unhoped-for popularity as might cause a sale of 10,000 eopies would only bring me \$900 in cash. But even the smallest of the above estimates makes altogether too favorable a showing; for if I had sought a publisher in January, instead of making a direct appeal to wheelmen, the probability is that I should not even yet have found one; and, if by any good luck I found one,—even the best and most energetic one in the country,—the probability is that he would never be able, through the ordinary machinery of "the trade," to get rid of as many as a thousand copies of my book. In other words, the enterprise would not be likely to yield me as much as a penny!

The simple fact that, under the usual conditions of publication, there would seem to be "no money in it," for either author or publisher, explains the non-appearance as yet, in any part of the world, of any book devoted to cycling that can compare in quantity and quality of its typography (I say nothing of its literary quality) with the one which I have undertaken to produce for a dollar a copy. The same fact explains why all existing books of the sort have relied upon the support of advertisers rather than of readers for pecuniary success. As was remarked to me, in a letter of April 24, by Mr. A. M. Bolton, author of "Over the Pyrenees," and several other successful touring reports: "English riders can seldom be induced to spend more than one shilling on any one literary production; and in order to meet them, by reducing the cost, advertisements have to be resorted to. The price fixed for your book (four shillings) would, I think, be regarded as prohibitory in England; but I wish you every success in the venture, for the book, if published, will assuredly give cycling a tremendous impetus, and be wonderfully serviceable to all riders." One of my Australian supporters, Mr. T. A. Edwards, editor of the cycling column in the Melbourne Bulletin, likewise wrote to me, on March 12: "An experience of some three years in Southern wheel life has permitted me to form, with tolerable certainty, an estimate of the mind of the average colonial cyclist. Consequently I can say: Be not sanguine of disposing of many copies of your book in this part of the hemisphere. If you obtain twelve subscribers I shall be most agreeably surprised. However, I shall do my level best to procure you what you desire." Similarly, Mr. H. Sturmey, editor of the Cyclist, in a letter of July 3, says: "I think you are getting on well with your subscription list; in fact, very much better than I should have anticipated, -though I must give you every credit for your energy and perseverance in pushing it." To this testimony I will only add the prediction of a Boston publisher, written January 23, in acknowledging an advance copy of my prospectus (and these cheering words were the first response which I received to the prospectus from any quarter): "I have been selling bicycling literature for nearly three years, and I know a little about the market. Let me say, then, frankly, that you cannot sell 1,000 copies of a bicycling work at \$1 each, no matter how good it is, nor how much it commends itself. The market will not absorb that quantity of books. I place the outside limit of your sales at 300 copies, and I can't believe you will sell that number."

These authoritative opinions, from men preëminently qualified to speak as experts on the subject, all combine to show that the attempt to make profitable publication of an elaborate piece of cycling literature, without the help of "advertising patronage," but solely by the sale of 5,000 copies at a dollar each, would be—if the ordinary methods and machinery of the book-trade were relied

upon-not simply hopeless, but wholly visionary and absurd. Understanding this perfectly at the outset, and seeing clearly not only that my success as an "author" could only be secured by my personal assumption of the role of "publisher," but also that the role of publisher could only be played successfully by acting in disregard of the established traditions, I devised the scheme of attempting to combine a half-dozen different interests in such a way as to make them help themselves and help one another by the very act of giving their help to me. Experience shows that the scheme itself was well and wisely planned; the difficulty lies in the practical execution of it. If I can only manage to wake up these several interests to a full realization of the magnificent scope of the enterprise, and of the ultimate benefits which must accrue to them from its success, there is no doubt that they will push it to success. The problem is, How to overcome the natural inertness and lethargy of men.in respect to advantages which are at all remote; how to overcome the natural indifference and distrust of men towards an enterprise whose novelty compels their minds to travel outside the usual grooves of thought in order to comprehend it? When I ask a man for a subscription, the fact that I shall be directly benefited by getting a dollar from him, is so obtrusive as to make him distrustful of any logic which proves that he will be indirectly benefited far more than a dollar's worth by pledging it to me. The suspicious frame of mind which a man habitually entertains about the good intentions of another, who proposes to lighten his pocket-book, often blinds him to his own true interests.

The basis, of eourse, to all my hopes of carrying the plan through to final triumph, is my belief in the existence among cyclers of a general friendly interest in one another, and a general enthusiasm for the conversion of the uninitiated to the pleasures of cycling. Their general approval and support may be safely assumed for any scheme which is plainly designed to add to the "solidarity" of the fraternity, or to increase the size of it. The cash value of the sentiment may vary in individual cases, as from five dollars to five cents, but its existence in some degree is very nearly universal. It is hard to imagine a wheelman so entirely indifferent as not to take pleasure in seeing "the cause" advance and in helping it advance, though many a one may be too selfish to go out of his way to help it. In order, therefore, to derive all possible advantage from this friendly sentiment, I adopted the idea of printing "an appendix containing an alphabetical list of subscribers' names, accompanied by residences, and also an alphabetical list of these residence towns, accompanied in each case by the name and exact address of every subscriber living there." I called this "a permanent token of the cooperative character of the enterprise," because each man who adds his name makes a definite, however small, contribution to its completeness and value as a personal directory; he bears lasting testimony to his own enthusiasm for wheeling; and he offers the most genuine and impressive recommendation possible for the patronage of the book by others.

In explaining the condition of things which forced me to be my own publisher, and to adopt the usual publishers' rule that at least a thousand copies must be bespoken to indicate the probability of any profitable demand for such a book, I said nothing about the relief which a large subscription-list would give to the awkwardness of

my position as "the author," though that was a not unimportant element in the case. When a man prints his own book, the presumption is that, like the celebrated writer of "Something, and Other Poems," he is forced to do so out of inability to secure a publisher for it, because of a prevalent belief among publishers that there are no readers waiting to buy such a book. Hence, the names of at least a thousand volunteer patrons were needed at the outset to effectually "take off the curse" from this appearance of weakness, and give me something more tangible to point to in justification of my course than my own necessarily prejudiced belief of the prospective value of the book. Hence, also, the ability to name 3,000 subscribers in my appendix would be very gratifying, simply to the sentiment of literary pride, because it would prevent the utterance of silly slurs and sarcasms against my assumed foolishness in having wasted a year upon so puerile an enterprise. Nothing succeeds like success; and a book which showed upon its face that 3,000 people had pledged to purchase it in advance could not be "laughed out of court" by any combination of critics. It would be too substantial a phenomenou for any one to attempt to ridicule, however little he might be able to appreciate or approve of the sentiment which made its production possible.

This suggests why the appendix seems likely to have a pecuniary value to me as an advertisement, directly in proportion to its size. Each wheelman who authorizes me to put his name there in advance of publication will by that act definitely help me to sell another copy after publication has been made. I do not expect to make much resort to the advertising columns of the public journals, for I doubt if, in a peculiar case of this sort, it will prove remunerative; but I anticipate that those serried columns of names and addresses in my appendix will prove to be a most valuable advertising medium for the conversion of such procrastinating ones as "want to see the book before they buy it, you know." As regards the great outside world, if by chance my book should attain any degree of popularity there, I shall attribute the fact entirely to the imposing nature of the appendix; and to the same inspiration will be due the sermons which literary critics may be moved to deliver on "the wonderful increase in bicycling,"—using my book as a text. The 3,000 names will be likely to command respectful treatment of the subject, whatever treatment may be accorded the book itself. As a "publisher," however, it will be seen that I at best labor under the disadvantage of being unable to praise the literary work of the "author" whom it is my duty to push, since that person happens to be myself. This shows still another reason why I needed to add a "directory of subscribers' names," for that is a feature whose value I can proclaim without any appearance of impropriety. I can fairly solicit subscriptions on the plea that it alone is worth more than the price of the entire book. Thus, for a list of League members, roughly printed on broad sheets, arranged by States and towns, but without any attempt at alphabetical or geographical order, a charge of \$3.50 is made; whereas my appendix, eontaining nearly as many names, in two carefully classified lists, is to be a minor feature in a volume whose entire price is a dollar. Or, make a comparison with the newly issued half-dollar guidebook of the Canadian Wheelmen's Association (which I recommend every tourist in the Dominion to procure of the Secretary, H. B. Donly, of Simcoe); and it will be seen that the number of pages in my book is to be four times as many, and the quantity of printed matter is to be at least ten times as great.

In my chapter on cycling literature, I shall freely announce the names, publishers and prices of all periodicals, books, and pamphlets relating to the subject which I can anywhere discover; but, without regard to this direct assistance given them, I assume that cycling editors and writers all over the world will be sagacious enough to see that, as the success of my book (by giving an impetus to the sport and enlarging the number of their possible patrons) will redound to their own ultimate advantage, it deserves liberal treatment at their hands both in public and private. My anticipations in this respect have been thus far very generally fulfilled; and I allude to the matter as showing one important interest gained for my proposed "combination" by my refusal to enter my book in competition for the advertising patronage of tradesmen,-no matter how great the promise of immediate gains. All I ask of "the trade" is that each man who deals in bicycles, or cycling supplies, should in the first place pledge a dollar to insure the insertion of his name and address in my appendix of subscribers, where its appearance will be equivalent to a permanent business-card, worth more to him than any ten-dollar advertisement he ever invested in (as he could easily sell the book after publication day, especially if the price of it is then raised to \$1.25, the card need really cost him nothing at all); and in the second place that he should actively exert himself to get other subscribers to a book whose success will tend directly to put money in his own pocket. The profits on the sale of a single bicycle, which the perusal of my book might be the means of bringing about, would amply repay the slight trouble implied in securing subscribers. The most surprising thing to me about the canvass, thus far, has been the slowness of "the trade" in improving the unique opportunity thus offered. Except for the inability of men to see their own interests, when presented to them in a novel light, I should already have had 500 bicycle dealers upon my subscription list.

I propose to make a definite appeal to the last named class, as soon as I have 2,000 wheelmen enrolled, and I wish also to have that number on my list before I attempt using it as an instrument for stirring up the hotel-keepers to a realizing sense of the rare chance which my scheme affords them for effectively advertising their houses.

Another source of support which I can address myself to, when I have 2,000 names behind me, is supplied by the leading public libraries. Still further, it may fairly be presumed that a certain proportion of the men—numbering 2,000 or more—who have graduated at Yale College since I did, in 1869, and most of whom are familiar with the book which I then prepared for them, may be induced as a matter of personal curiosity to subscribe for the new venture, especially if the appeal in its behalf is able to show the advance support of the 2,000 people best aequainted with its probable character.

I have indicated in a general way the four sources of support from which I expect to derive the last third of the 3,000 subscribers, needed to insure the sale of an edition of 5,000 copies. What I want now, therefore, is to have 600 more wheelmen promptly send me their dollar pledges of support. There are a much larger number than

that who I know would say yes, if I were to hunt up their addresses, and make a direct individual appeal to them. But I eannot do this at present, for the need of putting the unfinished chapters of the book into shape will absorb all my time until September. I am only able to say now, in this general, public manner, that I hope any reader of this article on book-making, who may be disposed to assist the making of this particular book, will hesitate no longer about forwarding his name for enrollment. Forced as I am to neglect the canvass for the present, it seems likely that, unless hesitating ones now step forward, and my early patrons bestir themselves to secure new names, the day of publication will have to be postponed until December.

The University Building, N. Y., July 28, 1884.

#### Correspondence.

ROME, N. Y., July 3, 1884.

Springfield Wheelmen's Gazette:-We formed a club January 29th, although there was but little interest. We recognized at once the importance of headquarters or rooms, and secured one room in the business part of the city, having at that time thirteen members. July 1st we moved into new quarters, occupying a suite of seven rooms on James street with a total membership, active and associate, of thirty-two. April 10th we gave an entertainment with Burt Pressy as the leading feature which was very successful. Some fifteen new machines have been purchased so far this season including two Vietor trieycles. Our publication and adoption of street-riding rules has gained us the favor of the citizens. July 4th we participate in the parade, inviting all wheelmen from surrounding places to join us. Our new suits will be "brought out" at that time. They consist of navy blue coat and knickerbockers, stockings same color, low shoes, electric-blue shirt, white duck cap and belt. The general interest in cycling is on the increase here. This is our record so far, and we do not intend to stop now. THE SPRINGFIELD WHEELMEN'S GAZETTE meets with more general approval from our fellows than any other cycling paper.

H. J. ROWLAND, Secretary Rome Bicycle Club.

MINNEAPOLIS, MINN., June 30, 1884.

Editor Springfield Wheelmen's Gazette:—

The old "Minneapolis Bicycle Club" lately reorganized and now flourishes under the name "Citizens Wheel Club," a name which fits it very well indeed, as many citizens of standing and reputation are joining our ranks. People in the western world, or this part of it at least, have just discovered that the wheel can be used to facilitate business, consequently are looking upon it with more favor day by day. I should except one class of business men, the liverymen, one of whom purposely ran into one of our club a short time since, wrecking the bieycle and injuring the rider; when the matter was broached to the horseman he said it was his intention to do that thing whenever the opportunity offered. He has been given the opportunity to say that in court, and as it is the first case out here wheelmen are deeply interested.

We are just now preparing for a grand parade, drill and races on July 25 for the entertainment of the members of the "G. A. R," who hold their national encampment in Minneapolis during that

# WHEELMEN, ATTENTION!

All the records, from ONE to TWENTY miles, broken on a

# RUDGE.





### AMERICAN RUDGE.

THE ONLY
FIRST CLASS ROADSTER
AT A MODERATE PRICE.

Rudge's Unequaled Ball Bearings to both wheels. Hollow Forks and Backbone. Direct Spokes (eighty to front wheel). Curved Handle-bars. Parallel Pedals, nickeled.

Weight, 44 pounds.

Price, 50-in., Painted and Nickeled, \$105.

### RUDGE RACER.

ONE MILE RECORD OF THE WORLD, 2 Min., 40 Sec.

Net Weight 53-in. Rudge Racer, 23 POUNDS.

Price, 50-in., Enameled and Nickeled, \$140.

### RUDGE LIGHT ROADSTER.

STRENGTH, LIGHTNESS, SPEED.

The only Regular Bicycle ever ridden up Corey Hill.

Hollow Rims, Tangent Spokes, crossing twice and covered at rim, Hollow Front Forks, Semi-Tubular Rear, Hollow Handle-Bar, Harwood Step, Ball Pedals.

Weight, 36 pounds.

Price, 50-in., Enameled and Nickeled, \$140.

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SEND FOR THE LARGEST CATALOGUE YET PUBLISHED, BEFORE ORDERING.

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-&THE &-

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WILL HOLD THEIR

# FIFTH ANNUAL FALL RACES

ON

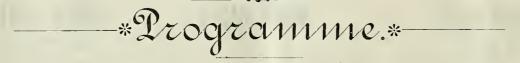
Hamilton Park, New Haven, Conn.

ON

Tuesday and Wednesday, Sept. 23 & 24, 1884.

# \$1,000.00 IN PRIZES!

CONSISTING OF GOLD, SILVER AND BRONZE MEDALS,
SILVER WARE, Etc., Etc.



First Day, 2 P. M.—1-Mile Novices' Race; \$15.00 Gold Medal to first, Silver to second. 2-Mile Club Championship; \$25.00 Gold Medal to first. 1-Mile Scratch; \$50.00 Gold Medal to first, Silver to second, Bronze to third. 5-Mile Tricycle; \$25.00 Gold Medal to first, Silver to second. t-Mile Boys' Race, 50-in. wheels and under; \$15.00 Gold Medal to first, Silver to second. 5-Mile Handicap; \$25.00 Prize to first, \$15.00 to second, \$8.00 to third. 1-Mile 3.20 Class; \$15.00 Gold Medal to first, Silver to second. 10-Mile Scratch; \$50.00 Gold Medal to first, Silver to second, Bronze to third. 2-Mile Handicap, \$20.00 Prize to first, \$12.00 to second, \$6.00 to third.

#### SECOND DAY, IO A. M., GRAND PARADE.

- Second Day, 2 P. M.—3-Mile State Championship; \$50.00 Gold Medal to first. 5-Mile Scratch; \$50.00 Gold Medal to first, Silver to second, Bronze to third. 1-Mile Tricycle; \$25.00 Gold Medal to first, Silver to second. 3-Mile Handicap; \$25.00 Prize to first, \$15.00 to second, \$8.00 to third. 20-Mile Scratch; \$50.00 Gold Medal to first, Silver to second, Bronze to third. 1-Mile Consolation; \$10.00 Prize to first, \$5.00 to second.
- Second Day, 8 P. M.—Entertainment at New Haven Skating Rink, Dwight Street, near Whalley Avenue, consisting of Club Drills, Amateur Fancy Riding contest, and Professional Fancy Riding. To conclude with Presentation of Prizes.

* SDECTAT	DECOBD	MEDALS *
- # OFFCIAL	RECORD	MICDALO &

Will be presented to the winners of the One Mile, Five Mile, Ten Mile and Twenty Mile Scratch Races, provided the present mile record is lowered, the five miles made in fifteen minutes or less, the ten miles in thirty minutes or less, and the twenty miles in one hour or less. Record medals will also be given for broken records in other races.

F Entrance Fee for each race, \$1.00, to be returned to all riders finishing races, and those starting who are prevented finishing by accident or injury. Entries close Saturday evening, September 20, at 8 P. M. All entries to be made with or sent to

THEO. H. MACDONALD, See'y Race Com. N. H. B. C.
Drawer 10, New Haven, Conn.

week. The state meet of Minnesota wheelmen will be held sometime about September 1, at what place has not yet been decided.

As far as I know there is no tricyclist in Minnesota at this time, but rumor has it from good authority that Minneapolis will soon have one and that one is to be a lady.

Wheelmen, if you want a good spin on roads that will afford you every variety of riding come to Minneapolis; we will show you beautiful lakes, we have them by the dozen, among them Minnetonka, and waterfalls, St. Anthony, Minnehaha, tonka, and waterians, the latter a favorite resort of wheelmen.

S.F. H.

DUNKIRK, N. Y., July 13, 1884.

Edi.or Springfield Wheelmen's Gazette:-

The July number of GAZETTE just at hand. Glad to see that you endorse my caution to cyclers in regard to excessive effort.

Your "point to remember" is a very good point (perhaps?). I wanted to try it, and got only a curt rejoinder from the Overman Wheel Co., that "we do no job work in compressed tires."

By the way, let me give you a point. Offer a copy of the " Wheel World and Cyclists' Annual," as a premium to clubs of subscribers. If one glance at the coarse paper, wretched wood cuts, and imbecile stories don't make every wheelman appreciate the fine paper, exquisite press work, and "brains" that go to make up THE SPRING-FIELD WHEELMEN'S GAZETTE, then may I be obliged to ride a bone shaker, a Facile, or a Star, for the rest of my days.

And now I have a good mind to order my copy of your tormenting sheet stopped. Why? Well, every why. I can't go to Springfield this year, and I know it, and yet every time the GAZETTE gets around I find myself coveting my neighbors' goods, wishing I had this one's money, or that one's leisure, so that I could go to Springfield and see the boys.

I don't race, and I don't want to race, and I don't care much to see races, but it would be worth a trip to Springfield to see a club with the pluck and push of the S. Bi. C., and to meet President Ducker and ex- (alas that I should have to say ex) treasurer Gilman, and to gaze with awe on Mr. Pratt who runs things in the L. A. W., just the same as if he was still president. Oh dear, it's too bad to be reminded of these things every month and know you've got to miss them. I don't believe, though, I will stop the GAZETTE just yet. I like to hear about these things even if I can't see them. So send on the GAZETTE, and here's success to the Springfield Bicycle Club in all their "CYCLOS." undertakings. Yours,

BRATTLEBORO, VT., July 16, 1884.

Editor Springfield Wheelmen's Gazette:-

Your June number, containing notice of our election of officers, received. A few items about the club, and cycling in general about here, may interest some readers of the GAZETTE. We started off with twelve members, five joining us since, have hopes of more during the season; have adopted a uniform consisting of helmet hat, Norfolk jacket, knee breeches, and stockings, all of dark blue.

A number of young ladies known as the Red Letter Day Club have presented us with a very handsome red and blue satin banner, with the club letters embroidered thercon. A. W. Childs, local agent for the Pope Manufacturing Company, and a club member, has also presented us with a handsome gold medal, to be raced for by club members twice each season, and to be won three times in succession before becoming the personal property

At a 5-mile race held at Chester, Vt., on the Fourth, our boys took all the prizes, valued respectively at \$25, \$15, and \$10; they raced on a very poor turf track with some sand intermingled to break the monotony of the turf, and one of them a good part of the way with a broken machine.

One of the machines still has some traces of green where it was handled by the natives, and the looks of astonishment when the boys gave our war-cry on coming away, rather took "the blooming bun," to use an Owl'd expression.

Should nothing prevent, we hope to have some races before long, and see who is going to wear that club medal for the first time. Two Springfield wheelmen, Messrs. McGarrett and Breck, on their way to the White Mountains, stopped here over night. They looked first-rate after their 60mile run, Will's shaved head adding a good deal to his appearance, especially when playing in the band that night. If I survive after this, may write you again in the future. With best wishes for you and your paper, f paper,
I am, yours very truly,
"THE TRAMP."

Hartford, July 21, 1884.

Editor Springfield Wheelmen's Gazette:-

At last Hartford has arrived at the point from which it is to be seen that to be a successful city it is necessary to have a bicycle meeting. The Connecticut Club has taken the matter in hand, and although a little late in the day for a first race meeting, it proposes to at least equal, if not surpass, anything ever given in the way of a one day's

By looking over the list of prizes as published on another page, it will be seen that the list is not only varied, but valuable, and one that may tempt our most fastidious fliers. The Hartford sewing machine offered in the tricycle race is the very best that can be made, and all cyclists will appreciate the value of ball bearings. It will make an elegant prize, and if the winner does not happen to really need it himself, he may rest assured that "his sisters, and his cousins, and his aunts" will all think it a most charming affair. The diamond stud offered for the one-mile is, to use a cant phrase, "a dandy," and one that any wheelman would be pleased to wear. The Colt's gun and Expert bicycle it is unnecessary to speak of, as they are both celebrated, not only in this country, but throughout the world.

A number of fast men have already signified their intention of being present, and we think it safe to predict that some of the records will be broken. To struggle for the diamond medal offered for the five-mile state championship, there are such men in the State as L. B. Hamilton, William Maxwell, W. C. Palmer, R. F. Way; and whoever gets first place will have to work for it. We doubt if there are four men in the country more evenly matched. There are several "dark horses" in training for this race, who have, it is reported, already made some very good time, and perhaps some of them may get the coveted trophy. The track on Charter Oak park, which has always been ealled the fastest in the country, has been greatly improved this season, and we doubt if it would be possible to construct a more perfect dirt track. The people here are already getting worked

up over the proposed meet, and when Springfield puts out her big banner across our streets, we think the enthusiasm will be well nigh boundless. While we do not expect to draw many people from Springfield outside of the club, we do expect that every one who goes to our meet will not be satisfied till they have been up the river and seen the manner in which such things are done in the Vours, Armory city. J. E. Y.

LARAMIE CITY, WYO., July 14, 1884. Editor Springfield Wheelmen's Gazette:-

Bicycling in Laramie, thus far this summer, has not been quite as active as in the two years last past. The main reason for this want of energy is business, which must always be attended to before sport can be thought of. However, in other parts of the Territory where there are wheels, wheeling and touring seem to be on the increase, and with the dry season and most excellent roads which we are now enjoying, the probabilities are that before the season of '84 is over more trips and visits per wheel will be recorded than ever before.

On the morning of the 9th of June last, Kirby Sinclair and myself made a run over to Cheyenne to see Mrs. Langtry in Pygmalion and Galatea, this being the first appearance in this Territory of the Lily so greatly renowned. Three members of the club went over on the cars, but two of us were vain enough to imagine the trip could be made on wheel. Accordingly we left here at 4.20 A. M. to make the trip on bicycles if we had to walk all the way. For eight or ten days previous to our departure considerable rain had fallen, and some misgivings as to our ability to make the trip were entertained. As usual, we walked the first eleven miles up the Black Hills, and as usual enjoyed a delightful coast of eight or ten miles from the summit. But from the base of the main hill to Cheyenne was nothing but mud and "gumbo." Your Eastern readers may not know what gumbo is, and it is to be hoped they never will if they have to wheel through it to find out. In several places we were compelled to carry our wheels bodily for three or four hundred yards, and even when we could ride no speed could be made. Before leaving Laramie our three friends who took the cars over, made us a wager of ice-cream for the entire party, ladies included, that we would not reach Cheyenne in time to meet them at the train on their arrival. We took the bet and won, but only by about eight minutes. It required five hours and forty minutes to make the trip, which on two previous occasions had not consumed more than four hours. The writer is in receipt of two letters from D. L. Davis of the Salt Lake Bicycle Club and F. J. Chamard of the Colorado Wheel Club respectively, the first containing the information that ten members of the Salt Lake Club are making arrangements for a tour of the Yellowstone Park, for which point they will leave on the 15th of August next. That they will have a glorious time, and that their party will be a set of jolly boys, no one who has seen the Park and knows the Salt Lake Club will for a moment doubt. Under the care and wise supervision of Captain Davis the entire success of the trip, whatever may arise, is assured. The other letter tells us that on or about the 21st of this month three members of the Colorado Wheel Club, including Mr. Chamard, will pay the Laramie wheelmen a visit. If their visit here be not an enjoyable one, it will be because we don't know how to make it so. W. O. OWEN,

Laramie Bicycle Club.

FORT WAYNE, IND., July 18, 1884.

Editor Springfield Wheelmen's Gazette:—

Though Fort Wayne has been acquainted with the bicycle for nearly five years, from all that I have ever seen in the cycling press (to which I have been a general subscriber for several years), outside wheelmen can have but a slight acquaintance with our city from a cycling point of view.

To be brief, our first rider was C. W. Edgerton, who commenced in the winter of '79, and for a year he rode alone. Prejudice and opposition to the wheel were gradually overcome, until at present some thirty wheels are in daily use, and in the evening from five to eight o'clock, they are to be seen in all directions throughout the city and suburbs, silently gliding along.

This spring, the Fort Wayne Bicycle Club was organized with a membership of eight (now increased to twelve). The officers are: George A. Ross, M. D., president; C. W. Edgerton, captain and vice-president; Charles McLain, secretary; S. D. Bond, lieutenant. The uniform is a very neat and complete one, of navy blue throughout, and has invariably drawn complimentary remarks from outside wheelmen met with. ' Club runs are called regularly once a week, and are well attended. The average age of the members-who are all engaged in active business-is 27 1-2 years. Our roads are about like the average in this State. Owing to the lack of material for building good roads, they are inferior to those found in our neighbor State, Ohio. Still we have 65 miles of fair pike which is ridable during six to seven months of the year. No very long single day rides have been taken, 53 miles being the longest, but this would be equivalent to 75 or 80 miles in many parts of Ohio or your State of Massachusetts.

Captain Edgerton and Lieutenant Bond toured over 226 miles of Ohio roads during the last week in June, and it is hoped that a larger party from our club will go again in September. We have a weekly paper here that devotes a column each week to local wheel news, and is doing good to the cause.

I have read the first three numbers of your second volume with interest, and as I wish to read the succeeding numbers, I enclose 50 cents, for which please enter my name as a subscriber for one year. Enclosed find list of our club men. If you will mail each a copy of your next issue, I believe our club will add several names to your subscription list.

CAP.

#### EXCURSION TO BINGHAMTON, N. Y.

CANANDAIGUA, N. Y., July 1, 1884.

Editor Springfield Wheelmen's Gazette:—

It is not my purpose to enter into detail of the contest of the second annual race "meet" of the Binghamton Bicycle Club, as they will be furnished to the bicycle journals by other contributors, but simply narrate a few of my pleasures and impressions. The city of Binghamton, situated on the Susquehanna river, is distant fifty miles east of Elmira, and also in some respects a rival of the latter. Arriving at the depot too late to participate in the parade, I went directly to the grounds of the driving park, where I received a very cordial welcome. Having been appointed one of the judges in company with F. C. Hand, P. F. Oudn, and C. E. Kattel, the races were soon called. There were present a very goodly number of wheelmen and also spectators. The Scranton Club was well represented. The prizes offered were very

beautiful medals, and the programme, consisting of twelve events, furnished a very clever afternoon's entertainment. C. E. Litchener of the Binghamton Club proved himself not only a fast rider but a laster. W. H. Stone also showed he could mount his wheel on a very lively run. His time should have been 5.21. Brooks proved rather too fast for most of the riders, and it was soon evident that he would capture all the medals offered for races he had entered. Had Frazier been present the contest would have been more lively. From my observation of these races I am more than ever convinced that there is but little fairness in such contests. Many prizes that should be won by members of local clubs competing, are captured by those who make bicycling almost their entire business, and are being trained by professionals. It is my opinion that such competitors should carry their record the same as a horse, and enter in a class corresponding. The fairness of such an arrangement has been forced upon my mind on very many occasions. The last event-"one mile consolation race for those not winning prizes in previous contests"- seemed a very fitting and appropriate termination of a pleasant afternoon's sport. The run-and-ride race, alternating, one-eighth of a mile, was one of the most amusing events. In the evening H. W. Tuffts entertained a large audience at the roller skating rink with his very clever tricks and fancy riding. Boarding an early train, the following morning, I reached Elmira in time to meet my friend, Captain H. S. Kidder, who is employed in the office of the Tioga Railroad Co., and who had made all necessary arrangements of papers, etc., to furnish me with a very enjoyable day's entertainment by taking me up to Arnot for the purpose of inspecting the Blossburg Company's coal mines. As it was my first experience, it was truly novel. Owing to an election the miners were enjoying a half-day holiday; but the superintendent placed at our disposal a faithful mule-driver and his mule "Jumbo," who furnished the motive power for our party, consisting of Captain Kidder, Mr. Brooks, his trainer Mr. Morgan, and myself. The driver, with several boys, occupied the front car, while we were crowded in one of the palace cars, such as they draw out coal in. Aided by the dim light from three miners' lamps we enter the drift. On, on we go, penetrating the earth and the darkness with silence as profound as that I experienced in the Egyptian pyramid. The monotony of our ride of six miles was varied by an occasional shower bath, the sight of huge props placed to sustain the roof of the tunnel, or the opening of an offshoot, sometimes open and often closed up. Fecling quite satisfied when the three-mile station was reached, we stopped, inspected the mine, and then started back. The gait of our mule on the return was very lively, and in a few minutes we experienced the change to dry, hot air and sunshine. The vein of this drift is about five feet deep, and 1,400 tons of soft coal are often taken out in a single day. We visited the ovens for converting the fine dust washed off from the coal into coke. This has been proven to be a great saving and profit.

We stopped at Blossburg for supper on our return, where I was approached by a stranger who had been informed that I was Mr. Morgan who trains Brooks. I told him it was a mistake; but the fact had been impressed so strongly upon his mind, and his tongue ran so glibly telling me that Mr. Morgan and he were from the same place in Wales, that it was some time before he could be

satisfied that I was not the veritable Morgan. We saw from the cars Brooks's private track, which is inclosed and looked to be in very good shape. I had no intention of extending the recital of the pleasures of this trip to such a length when I took my pen in hand. Yours truly,

A. G. COLEMAN.

#### THE HOTEL QUESTION.

Editor Springfield Wheelmen's Gazette:-

It has always seemed to me a great misfortune that, in the absence of any other model, the "C. T. C. plan" has been so generally allowed to guide the utterances and actions of such League officers as have attempted to say or do anything in regard to getting together a select list of American hotels for the patronage of bicycle tourists. As I have done more touring on this continent, and visited more hotels here with my wheel, than any other rider (or than any half-dozen riders combined, if I exclude from these our English visitor, now driving along "from San Francisco to New York"), "the hotel question" comes straight home to me; and my opinion about it may perhaps be worth listening to.

The first shot in the right direction was fired by the present editor of the Bicycling World, when, acting as "League Consul for Boston," he published a report in that paper, of November 4, 1881, showing that, as a result of a personal examination of the system in England, he had become convinced of the folly of attempting to adopt these British notions and standards, over here. "What we want," said Mr. Dean, "is good food and beds, at a fair rate. The main thing is to have in each town and village some place where suitable refreshment can be secured. I should recommend that consuls in small places select the best, regardless of any reduction. Hotel keepers should be made to understand that bicyclers want good fare and good attendance, for which they are willing to pay." The sound, practical sense of this was in such refreshing contrast to the silly talk of previous triflers, who had prattled drearily about "how to get special rates," that I at once offered my eongratulations, saving (Bicycling World of November 25): "Yes, indeed! What the touring wheelman wants of the country tavernkeeper is not a 'reduction of rates' but an increase of comforts. The League ought to issue a list of the hotels known to be 'the best' in the smaller towns visited by bicyclers, and the proprietors thereof should be made to pledge themselves, in return for the advertisement thus given them, to provide 'the best' in their power for the accommodation of wheelmen. They should be made to understand that these persons have a liking for bath rooms, or, in lack of them, large wash bowls and pitchers and plenty of towels, that they often want their damp clothes dried, or their dirty clothes washed, in very short order; that they prefer to sleep in large, and quiet rooms, to which the air and sunlight have ready access; that they can all appreciate good food; and that most of them consider good milk the best drink wherewith to satisfy their raging thirst. If innkeepers could be convinced that the attraction and retention of wheelmen's patronage depended upon paying attention to things of this sort, they would soon gct into the way of providing better accommodations than are now usually met with. If 'reduction of rates' is sought for at all, it should be only in the large cities, where 'an increase of comforts' is not a crying want."

Four years' additional experience of hotel horrors, "in twenty-four different States and Provinces," has only confirmed my belief in the truths above expressed, has only intensified the bitterness I feel towards those misguided youth,those stay-at-home tourists,- who think they are "fulfilling their official duties," and rendering real aid to "the cause," when they wheedle some backwoods tavern-keeper into making "reduction of rates to League men." Heaven save the mark! What the country towns need is better hotels-not cheaper ones. The curse of Canadian touring is the difficulty of finding a tavern which charges more than a dollar a day. The accommodations offered there for that price are sometimes as good as one gets in the United States for two dollars,while on the other hand, the last-named rate often ensures here (as it always does in Canada) a thoroughly comfortable treatment. It is the standard daily price all over the Union,-outside the large cities,-and is usually assigned equally to the four items, lodging, breakfast, dinner and supper. What sensible traveler will pretend that either one of these, if really good, ean be profitably supplied by a hotel-keeper for less than half a dollar? Some very bad meals and rooms are supplied at that rate by many hotels, and these are naturally the ones which will consent to a pitiful "reduction," of five or ten cents on an item, "to League men." Believing this, I take special pains to avoid all places where "reductions" are announced; and no traveler of experience needs any assertion of mine as to the wisdom and economy of doing so.

"The 'best' is always the cheapest," that is the simple rule for transient patrons of hotels to follow. Were they planning to stay a week or a month at a place, they might contrive to save money by choosing a second-rate hotel; but for a single meal or lodging they will save money, as well as their self-respect, by patronizing the "best." Let the League, therefore, lend its influence not to the breaking down of rates, which are already too low, but to the building up of the standard of the poorest of the two-dollar houses to the very creditable level now held by the best of them. The price is really a fixed quantity, and any appearance of "cutting under" simply ensures to the assumed beneficiary the poorest accommodations which the hotel-keeper can palm off upon him. If it is known that the "League hotel" is always designed to be "the best" one in its locality, its owner will have a motive for keeping it up to the standard; and he will welcome touring wheelmen to enjoy its choicest comforts, as being a class of patrons who expect to have good things and to pay the full price for them. On the other hand, if the picayune policy of seeking "special rates" be persisted in (in stupid disregard of the different conditions of hotel keeping in England and America), the man who "reduces" a half-dollar dinner to forty cents will take good eare that he reduces the cost of it to half that, and he will despise the cycler as poverty-stricken or penurious.

It seems to me very unlikely that hotel-keepers can be persuaded to make any practical distinction between those of their cycling patrons who wear the badge of "L. A. W." or "C. T. C.", and those who do not. It also seems unwise as well as undignified in the League to ask the hotel men to give favorable treatment only to such tourists as display its membership ticket, whether those favors are to take the form of a very undesirable "reduction in rates" or of a very much needed "increase in comforts." I have elsewhere said my

say against the League's policy of allowing outsiders any recognition in purely ornamental matters like its annual parade; but for such a society, which exists avowedly for helping on the cause of cycling, to refuse its help to an occasional tourist seems petty and absurd. As regards hotels, the proper function of the League is to discover and proclaim "the best" for the patronage of all wheelmen, and to exact of hotel-keepers that they will in return give all wheelmen the best of treatment. My own scheme, as exhibited in the appended "circular," for putting a select list of hotels within reach of all readers of my projected road book, could easily be carried through to a high degree of success if local consuls, or subscribers who are friendly to the enterprise, would take the trouble of persuading the hotel men of their neighborhood to really read the argument which I have addressed to them. It seems to me a convincing one, but I fear it would be in many cases thrown away unread, if I forwarded it by mail. Will my friends, therefore, verbally persuade their local landlords to consider the unique opportunity offered below?

#### CIRCULAR TO HOTEL KEEPERS.

Vour attention is hereby asked to a scheme which will allow you, by pledging the payment of a dollar, to introduce the name of your house to no less than twenty-five thousand American bicycle riders. If I can convince you of the truth of this fact, you will be bound to admit that the value of the patronage thereby ensured to you cannot fail to exceed the sum invested, by at least ten fold, and that it may possibly exceed it by more than a hundred fold.

There are now upwards of four thousand members enrolled in the "League of American Wheelmen" (as against the less than two thousand members of two years ago, and the one hundred members at the time of its organization four years ago); while the membership of the "Canadian Wheelmen's Association" has doubled within the past year and now exceeds seven hundred. Inasmuch as only the most active and public-spirited riders take the trouble to join these national societies, the quoted figures indicate the presence on this continent of more than thirty thousand bicyclers, and also show the remarkable rapidity with which their number is increasing. It is an entirely reasonable prediction to say that there will be one hundred thousand of them here, long before the arrival of the year 1890. In England, I believe that statistics show the increase of riders in each of the past ten years to have exceeded the increase of the previous year, and that the whole number of machines in use is getting well along towards a half million. The "Cyclists' Touring Club," of Great Britain (with its branches in the United States, Canada, Australia, and other parts of the world) has a present membership of about twelve thousand; and its sole object is to promote the comfort of those who travel, either for pleasure or business, by means of bicycle or

The age of the vast majority of American cyclers ranges between twenty and thirty-five years; and they are not only young men, but, from the nature of things, they are active and enterprising men; they are men who travel (by train and boat, as a matter of business, as well as by bicycle as a matter of pleasure), and whose family friends and connections also travel; they are men who, if not wealthy, are as a class distinctively well-to-do; and, as such, they not only spend money themselves

but they are influential in shaping the direction in which their numerous acquaintances spend money. In a word, they are a set of people whose patronage and good-will are specially worth securing by any respectable hotel keeper. I am told that in Great Britain more than one old country tavern, left in the lurch when the railroads put an end to coaching, has been brought back again to prominence and prosperity as a result of its appointment as a rendezvous for the "C. T. C."

Now, my scheme is the encouragement of bicycling touring in America by the publication of an elaborately-indexed guide to the six thousand miles of roads in the United States and Canada which I have personally explored (in driving my bicycle more than eleven thousand miles, within the last five years), and to the four thousand miles or more of such roads which other riders have explored and prepared reports about. The book will be a handsomely printed one, of some four hundred pages, securely bound in cloth, with gilt-top and side-stamp; but no advertisements will be admitted to it. Instead of attempting to derive a profit from that source, or from the sale of a few hundred copies, at the high price which its expensive character would justify, I have decided to rely for success solely upon my ability to sell the extraordinarily large edition of five thousand copies, at the low price of a dollar each.

By the ordinary laws of the book-trade, the ability to secure advance subscriptions for three thousand copies would be a guarantee of the sale of the remaining two thousand copies after publication day; and I therefore began a canvass, six months ago, which has already brought me half the needed number. My subscription list now has enrolled upon it the names of fifteen hundred people (residents of nearly four hundred towns, representing every State and Territory of the Union, save four, and also a dozen foreign nations or provinces), who have pledged themselves to pay a dollar for my "Ten Thousand Miles on a Bicycle." Hence, according to the accepted rule that a great majority of all books that are printed never succeed in finding as many as one thousand purchasers, my book has already done exceptionally well; and, according to the rule that each bookbuyer represents five readers, it already has secured a hold upon the attention of seven thousand five hundred people. If, now, it can be shown that the pledge of a dollar-bill will bring your hotel to the notice of these people, will not the investment be worth making? I can promise that on publication day the book shall have the three thousand advance subscribers which will ensure it fifteen thousand readers; and I can safely predict the sale, within a year afterwards, of the other two thousand copies which will increase its readers to twenty-five thousand, as mentioned in my opening paragraph. But, setting aside entirely these things which pertain to the future, and simply considering the actual audience of seven thousand five hundred people now at my command, is not the chance of capturing their patronage worth risking a dollar upon?

The machinery for attempting it is chiefly supplied by the appendix of my book, which will consist of two lists of all who have pledged a dollar to purchase it. The first list will contain their names in a single alphabet, accompanied by town and State of residence; but the second list will have more of the character of a geographical directory, and will present (alphabetically arranged by States) the names of towns where the book is

owned and the exact residence of each owner in those towns. Thus, beginning with the "State of Maine," I shall name Augusta, Bangor, Belfast, Biddeford, Lewiston, Paris Hill, Portland, Saco, Searsport, Waterville and York, with the subscribers residing at each place; then the towns of "New Hampshire," "Vermont," "Massachusetts," and so on through the roll of States. The hotels which are mentioned in the two lists of this appendix, as owners of the book, will be rendered prominent by italics. In addition to these two mentions, however, I shall print at the end of my special chapter "Concerning Hotels," an alphabetical list of "houses where this book may be found." As a specimen of this, the names of the few hotels already enrolled (by casual effort, in advance of any general and systematic canvass), are hereby appended and given the benefit of the fifteen thousand eirculation of this month's GA-ZETTE. It will be seen that the thirty-three names represent fourteen different States and Provinces:

> Academy, Pa., "Gen Wayne." Allentown, Pa., "American,"
> Ardmore, Pa., "Ardmore." Ardmore, Pa., "Red Lion." Augusta, Ky., "Taylor." Boston, Mass., "International." Birmingham, Ct., "Bassett." Cazenovia, N. Y., "Stanton." Cheyenne, Wy., "Inter Ocean." Columbia, Pa., "Franklin." Easton, Pa., "United States," Gettysburg, Pa., "Eagle." Hagerstown, Md., "Baldwin." Halifax, N. S., "Halifax." Kingston, Can., "Windsor." Newark, N. J., "Continental." New Britain, Ct., "Bassett." Philadelphia, Pa., "Lafayette." Port Jervis, N. Y., "Delaware." Princeton, Mass., "Wachusett." St. George's, Ber., "St. George's." Shepherdstown, W. Va., "Entler." Somerville, N. J., "Moore's County." Stamford, Ct., "Depot Restaurant." Staunton, Va., "Virginia." Strasburg, Va., "Chalybeate Springs." Warrenton, Va., "Warren Green." Washington, N. J., "St. Cloud." Waynesboro, Pa., "National." West Orange, N. J., "Llewellyn Park." West Point, Ga., "Clark." Weymouth, N. S., "Forbes Jones." Windsor, N. S., "Victoria."

I am unable to offer any statistics as to the proportion of America's thirty thousand wheelmen who may occasionally engage in long tours on their bicycles; but it is safe to say that there must be several hundred of them, and that their number will be vastly increased as soon as my book shall be issued and shall open up the continent to bicyeling, by spreading broadcast an elaborate description of its roads. It is evident, too, that each one of the five thousand owners of the book, or of the twenty-five thousand readers of the book, who may plan to take a tour, will (in the absence of any other personal knowledge or preference) decide to patronize those hotels on his route where he can consult that book. The hotel which has the reputation of being "the best," or "the leading," or the "highest priced," in each town is distinctively the one in whose office I wish my book to be kept on file; and in no town which has less than twenty-five thousand inhabitants shall I endeavor to secure more than one hotel for my list. In a few of the largest cities it may perhaps be arranged that my patrons shall find the book aceessible in two or three of the public resorts besides the ones of highest price; but my general

wish is to direct them only to one, and that one "the best."

Were it not for my belief that the attacks continuously made on landlords, in behalf of countless crazy projects for "advertising," have so deadened the sensibilities of many of them as to prevent their being able to recognize "a good thing" when really offered, I should confidently expect to place my "road and hotel guide" in the offices of one thousand hotels. But assuming that I do seeure the support of only a quarter of that number, will not the simple presence of the book in the ehief hotel reading rooms of two hundred and fifty towns ensure each of those hotels enough general patronage, from the transient guests of all the others, to make it an excellent investment,entirely independent of its power to attract the special patronage of wheelmen? The description of roads will be of service to riders and drivers of horses and wagons as well as to bicyelers; the appearance of the book will be quite as ornamental as that of the "city directory," and the "railroad and steamboat guides," which it will lie among; and the novelty of its title will eompel the perusal of it in preference to them, by travelers who are engaged in killing time. Some of these, noticing the book's list of hotels, will naturally be attracted to make trial of one or another of those mentioned there.

It is for the evident interest of each hotel which subscribes for the book that the hotels of as many other towns as possible should have it; for the copies thus placed will be consulted by a much larger number of people than those which are privately held. It is for the interest of each private owner, who may be tempted to do any touring, that the book should be thus kept publicly accessible to him in as many towns as possible, in order that its information as to roads, hotels and clubs should always be at his command, without the need of dragging about the heavy volume itself. It is for my own private interest, as calculated to assist the sale of the book after publication, that a very large hotel list should add to its value in the eyes of possible purchasers, by giving them a knowledge of as many places as possible to which baggage, letters and telegrams may safely be sent, in advance of their own arrival. Still further, though it is conceivable that some tourists might be deterred from purchasing the book by a knowledge that they could consult it "for nothing" at every hotel on their route, the mere presence of the book in all these public resorts could not fail to secure for it a great many private purchasers.

Of the four hundred and seventy-five cities and towns in the United States to which the eensus of 1880 accredited a population in excess of five thousand there is not one which does not possess a hotel that would be benefited more than a dollar's worth by having its name inserted in the triple list of my road-book (fifteen thousand repetitions); and there is an equally large number of country villages whose inns might be enrolled for the scheme if their owners could be made to see the significance of it.

These five thousand books, it should be remembered, are not going to be hastily read and then thrown away, like a newspaper or a novel. They are going to be kept a great many years, for consultation and reference, whenever their owners or their owners' friends undertake any traveling. I probably, therefore, speak with entire moderation when I express the belief that nothing even approximately as valuable as this in the shape of a

permanent advertisement or business-card has ever before been offered to hotel-keepers anywhere, in return for so slight an outlay. I prove my good-faith in the matter by announcing the rule that I ask for no money until the book itself shall be actually delivered, free of any charge for postage or express, at the house of the man who subscribes for it. The promised one-dollar bill is then to be mailed to me at the University Building. on Washington Square, New York City. Should any one attempt to personally collect the price of the book, either before its delivery or afterwards, or in any way ask favors of hotel men, by professing himself to be me or my representative. I hereby warn them that he must needs be a swindler and a liar. Local wheelmen may in many cases favor me by calling attention of landlords to the advantages of subscribing, or even by offering to forward to me their subscription pledges; but no money payments in the book's behalf can be made to me in any other way than through the United States mail. I can probably print names that are pledged to me as late as December, though I hope my lists may be completed earlier.

In connection with the foregoing scheme of my own for persuading hotel keepers to encourage the spread of bicycle touring, and attract the patronage of bicyclers, by announcing the names of their houses in my forthcoming road-book, I desire to offer a few opinions as to the value and significance to landlords of having their places "officially appointed," or "recommended by authority," of the central organizations which are described in the second paragraph of my circular, but which are usually referred to, by the initial letters of their titles, only as "L. A. W.", "C. T. C," or "C. W. A."

Such appointment undoubtedly has influence in attracting the patronage of bicyclers, for it is announced once or twice in the cycling journals, and it causes the hotel to be advertised among tourists in their letters of enquiry and their talks with one another. If the appointment could always be made judiciously, in accordance with a fixed rule of selecting "the best" hotel in each locality and of asking that the landlord should in return give bicycle tourists special comforts and attention, but not a "reduction in rates," my opinion is that a very valuable special patronage might in a few years be built up by numerous hotels, on all the chief touring routes. The "appointed" hotels which may subscribe for my book will be designated as such in my printed lists. The "C, W. A." has already issued a hand-book containing the names of all its ninety "recommended hotels," and I believe the "L. A. W." is preparing soon to issue a similar publication. The defense of my own individual policy of always patronizing the highestpriced hotel of each town I visit, as being praetically the cheapest, and of usually avoiding those hotels which announce "reduced rates to bicyclers," forms an introduction to the present circular, and I recommend it to your careful consider-KARL KRON.

MARL IX

Washington Square, N. Y., July 28, 1884.

We have received The Springfield Wheel-MEN'S GAZETTE for July. This number is unusually full of interesting bicycle notes and news about the eountry. It is one of the finest bicycle papers we have yet seen, and we look forward with much interest to its publication day every month.—Lynn Union.

#### Among the Clubs.

#### SPRINGFIELD BICYCLE CLUB.

THIRD ANNUAL BICYCLE TOURNAMENT—FULL PROGRAMME—LIST OF RACES, PRIZES, ETC., ETC.—HAMPDEN PARK, SPRINGFIELD, MASS., SEPTEMBER 16, 17, 18, 19, 1884.

"Pluck and perseverance accomplish many things." The Springfield Bicycle Club, encouraged by the results of its past achievements in endeavoring to advance the cause of the wheel, has completed the plans of what promises to be the greatest "cycling" event of the world, to which all wheelmen are cordially invited. The Springfield Bicycle Club being a League club, all races will be run under L. A. W. rules.

#### ТНЕ ОВЈЕСТ.

The large meetings of the Springfield Club were promulgated in order to increase popular interest in the *wheel*, to be a prime factor in disarming prejudice, to bring the harmless and healthful sport up to a popular standard with all classes; and it can be truthfully said, that the great tournament of last year advanced cycling at least three years. The wheel to-day is a *recognized* power in the land; it commands the respect of all classes as a means of travel, recreation, and sport.

#### THE CLUB.

The Springfield Bicycle Club was organized May 6, 1881, by nine members, with S. J. Billings, president, Charles K. Ferry, secretary and treasurer. Like most clubs, the first year of its existence was little more than a myth, it holding a few irregular meetings, with very little enthusiasm. The second year opened more auspiciously, and from this time the club has had a continued series of successes, rising step by step, till to-day, probably no club in the world is better known; one whose every action is watched by the cycling press and public; and the old motto, "We lead the way, let those follow who can," was never more applicable than it is to-day to the Springfield Bicycle Club. The club was incorporated under the laws of Massachusetts, January 23, 1884, with the following officers: President, Henry E. Ducker; vice-president, Charles T. Higginbotham; secretary, Sanford Lawton; treasurer, A. Lester Fennessy. The above, with Charles A. Fisk, constitute the board of directors.

#### Springfield

was settled in 1636, and is located on the east bank of the Connecticut; has a population of about 36,000, and is one of those pretty New England villages that delight the eye, and just the place to spend a week from the rush and turmoil of every-day life. It is easy of access, being reached from New York by the New York, New Haven, and Hartford railroad; the running time from New York on the fast express is three and one-half hours; from the west the Boston and Albany eonneets with the various western routes that have a terminus at Albany. Boston, on the east, is also connected by the Boston and Albany; the running time from Boston is two and one-half hours. Canada, on the north, is met by the Connectieut River road; the Athol and New England roads also enter here. Springfield being a railroad center, passengers can go and come almost any hour of the day and night.

#### HAMPDEN PARK,

which is fast becoming known throughout the world as the scene of the great bicycling events, is

situated on the banks of the Connecticut river, and contains sixty acres of level land surrounded on three sides by a high fence. On the river front is a dike, forming a fine promenade. The park is fitted up with all modern conveniences for racing of all kinds. There are judges' and music stands, also a fine grand stand holding four thousand people; while upon the top of this stand are some sixty private boxes holding eight persons each. There are two racing tracks, one a half-mile, the other a mile track. The half-mile track has been built especially for bicycle racing by the Springfield Club, and is a very hard and smooth track, well adapted to the needs of bicycling. The home stretch is 80 feet wide for 800 feet, tapering off one foot in 50 on the turns (which are very easy and raised two feet) to the back stretch, which is 20 feet wide. The track is enclosed on both sides by a solid and substantial fence, set two feet away from the track; it is surveyed 18 inches from the pole, which is a wooden curb 6 inches high around the entire course, which will place all records made beyond dispute. Fine spring water in abundance, plenty of room for exercise, and being situated within five minutes walk of the depot, less than ten minutes walk to the business part of the city, makes it easy of access.

#### HOTELS

are world wide in their reputation for excellent cuisine and hospitality. Wheelmen will do well to order rooms in advance, or notify the reception and hotel committee, stating accommodations desired, with price wishing to pay, and their wants will be attended to. The Hotel Warwick is the L. A. W. and C. T. C. hotel; also the head-quarters of the tournament. Hotel Warwick is about 100 feet north of the depot.

Hotel.	A	ccc	mmodate.	Rates.	
Massasoit House,	2	50	to 300	\$3.50 to	\$4.00
Hotel Warwick,	2	200	to 250	2.50 to	3.00
Haynes Hotel,	2	200	to 250	2.50 to	3.50
Cooley's Hotel,			100		2.00
Belmont House,			50	1.50 to	3.00
Pynchon House,			75		1.50
Evans House,			60	1.50 to	2.00
Exchange Hotel,			30	1.50 to	2.00
Hotel Gilmore,			100		2.00
Mansion House,			35	- 1.50 to	2.00
U. S. Hotel,			12		1.00
Lerche's Hotel,			15	1.50 to	2.00
Germania Hotel,			26	1.00 to	1.25
Leonard House,			60		1.25
Blackman House,		50	o to 100	1.00 to	2.00
Revere House,			70		1,25
Drew House,	t	ab	le only		0.75

#### NEWSPAPERS.

The city is well supplied, they one and all have from the start favored cycling, and been a great factor in the success of the club, always having a good word in its favor. give all cycling news in their regular daily columns, in a generous and faultless manner. The club has always appreciated the kind words spoken in its behalf, with a feeling that should a dispute arise, feel that it will have at least a good word spoken in its behalf by the press of the city.

The Springfield Republican, the oldest paper in the city, is issued every morning, and will give the full particulars of the great meet every day; will be mailed post-paid to any address for the week upon the receipt of eighteen cents.

The Union (evening paper) is published daily and will give each evening the full account of the day's sport up to about five o'clock; is one of the

best evening papers in New England; mailed post-paid upon receipt of twelve cents.

Two other evening papers complete the list of dailies, the Democrat and Daily News, both one cent papers.

The New England Homestead, weekly, price five cents, has a large circulation and will publish a summary of the meet.

Parties wishing any of the above papers should send their orders in advance to the publishers direct.

#### Music.

A first-class military band of thirty-five musicians will give a choice concert day and evening.

#### COMMITTEES.

The following gentlemen have been appointed upon the various committees. All matters pertaining to the various committees should be addressed to the chairman, (the first named of each being chairman). The work has been divided as much as possible in order to facilitate business. Executive Committee, Henry E. Ducker, Charles T. Higginbotham, Sanford Lawton, A. Lester Fennessy, Charles A. Fisk. Music, A. O. McGarrett, Charles Clark, C. J. Wetzel.

#### RECEPTION.

Charles T. Higginbotham, P. Harvard Reilly, H. C. Norton, W. I. Lyman, A. O. McGarrett, to whom address all communications as to hotel accommodations, etc., giving time you expect to arrive. All wheelmen giving notice will be met upon arrival of train and escorted to quarters.

#### PRESS.

A. R. H. Foss, J. H. Foulds, Jr., G. H. Foss. Members of the press will have suitable quarters, badges, etc., and every facility afforded to assist the journalist. Blanks for reports furnished upon application.

#### RAILROAD AND STORAGE.

Wilbur N. Winans, H. J. Winans, F. L. Moody, C. W. Parks, E. T. Leonard. Wheelmen sending wheels in advance by express or freight, will upon application have same taken care of. Send full description of wheel with number of same, with name of hotel or place to deliver wheel.

#### TICKETS.

Charles A. Fisk, H. W. Bowman, Eugenc Smith, Charles R. Haradon. Regular tickets, 50 cents each day, evening tickets, 25 cents. Wheelmen's season tickets \$1.50, to be procured only of Mr. Fisk. Regular season tickets, good for four afternoon and evening admissions, \$1.75.

#### RACING BOARD.

A. Lester Fennessy, chairman, to whom all entries should be addressed. Entry blanks mailed to wheelmen upon application. Entries close September 10.

#### OFFICERS OF THE DAY.

REFEREE—ABBOT BASSETT, Racing Board L. A. W.. Boston.

JUDGES-DR. N. M. BECKWITH, President L. A. W., New York; HAL B. DONLY, Secretary and Treasurer Canadian Wheelmen's Association; F. W. WESTON Chief Consul C. T. C., Boston; LELAND HOWARD President Capital Club, Washington; P. B. AYERS Chairman R. R. Committee, Chicago.

STARTER-CHARLES E. WHIPPLE.

CLERKS OF COURSE—F. W. WESTERVELT, D. E. MILLER, F. E. RIPLEY.

Scorers—GEORGE S. MILLER, E. M. WILKINS, J. H. FENNESSY, JR.

TIMER-O. N. WHIPPLE.

Police—W. H. JORDAN, L. E. ZUCHTMANN, LY MAN FLYNT.

#### PROGRAMME.

First Day-Tuesday, Sept. 16th.

Park open at 12.30; band concert 1.30; races 2.30. 1-2.30 o'clock—One-mile professional handicap, purse of \$100.

2-2.45 P. M.—Ten-mile amateur, open to all, 3 prizes, value, \$300.

3-3.25 P. M.-One-mile 3.20 class, 3 prizes, value, \$100.

4-3.40 P. M.—Two-mile tricycle, 3 prizes, value, \$125.

5-3.55 P. M.—Three-mile tandem, 6 prizes; 2 first, 2 second, 2 third, value, \$150.

6-4.15 P. M.—One-mile time; race time, 3.16; three prizes, value, \$100.

7—4.30 P. M.—Three-mile professional, purse of \$150.
8—4.50 P. M.—Three-mile tug of war, 6 prizes; 3 first, 3 second, value, \$100.

9-5.15 P. M.—Two-mile class, race time 6.25; 3 prizes, value, \$125.

Second Day—Wednesday, Sept. 17th.

Assemble on park at 9 A. M., sharp, for grand parade.

#### Afternoon.

Park open at 12.30; band concert 1.30; races 2.30.

1-2.30 P. M.—Ten-mile professional, purse, \$500.

2-3.10 P. M.—Two-mile, open, 3 prizes, value, \$125.

3-3.25 P. M.—One-mile, without hands, 3 prizes, value, \$100.
4-3.40 P. M.—Three-mile class, race time 9.50; 3 prizes, value, \$150.

5-4 P. M.—Five-mile Victor, tricycle, 3 prizes, value, \$300.

1st prize, Victor tricycle, presented by the Overman Wheel Company.

6—4.30 Р. м.—Half-mile dash, 3 prizes, value, \$50.

7-4.40 P. M.-One-mile professional, purse of \$100.

8—4.55 F. M.—Five-mile record, 3 prizes, value, \$200; additional prize of a \$75 gold watch to the winner.

9-5.20 P. M.—Two-mile tandem, 2 first prizes, 2 second prizes, value, \$125.

#### Third Day-Thursday, Sept. 18th.

Rendezvous on park at 9.30 A. M., for run to Holyoke, 8 miles; fine road along side of the Connecticut river.

#### Afternoon.

Park open at 12.30; band concert 1.30; races 2.30.

1-2.30 F. M.—Three-mile professional record race, purse, \$150.

2-2.30 F. M.—Half-mile class, time 1.40, 3 prizes, value, \$50.

3-3 F. M.—One-mile ride and run, 3 prizes, value, \$100.

4-3.15 F. M.—Five-mile, class time 16.40, 3 prizes, value, \$200.

5-3.40 F. M.—Five-mile professional, purse of \$200.

6-4.05 P. M.—One-mile tandem, 2 first prizes, 2 second prizes, value, \$100.

7—4.20 F. M.—Ten-mile record, 3 prizes, value, \$300; additional prize of \$150 gold watch to winner.

8—5 P. M.—One-mile tricycle, three prizes, value, \$100. 9—5.15 P. M.—One-mile, open, 3 prizes, value, \$100.

#### Evening.

Park open at 7 P. M.; band concert 8 P. M. Grand display of fireworks furnished by Hyde & Co., of Boston, consisting of 90 pieces, many relating to bicycling. Full programme in September issue of GAZETTE.

#### Fourth Day-Friday, Sept. 19th.

Park opens at 12.30; band concert 1.30; races 2.30.
1-2.30 P. M.—Five-mile open, three prizes, value, \$200.

2-2.55 P. M.—Five-mile professional, purse of \$200.

3-3.20 P. M.—Half-mile class, time, 1.32; three prizes, value,

4-3.30 P. M.—One-mile tug of war, three first prizes, three second prizes, value, \$100.

5-3.45 P. M.—Three-mile record race, three prizes, value, \$150; an additional prize of a \$50 watch to the winner.

6-4.05 P. M.—Five-mile professional, record race, purse, \$200.

7-4.30 P. M.—Three-mile tricycle, three prizes, value, \$150. 8-4.50 P. M.—Three-mile open, three prizes, value, \$150.

9—5.10 P. M.—One-mile consolation, five prizes, value, \$100.
To clubs having the largest number of men in parade Wednesday, Sept. 17, three prizes, value, \$100.

Entries close Wednesday, Sept. 10, to A. L. Fennessy, chairman Racing Board.

All prizes and purses are divided, 50 per cent. to first, 30 per cent. to second, 20 per cent. to third.

Time RACES are for the one coming nearest the time given. No coaching or carrying of a time-piece allowed.

CLASS RACES are for those who have never beaten the time

RECORD RACES are won as follows: The man winning the largest number of intermediate half-miles wins the race, and as the running of a race of this kind means the lowering of existing records, the man winning the last mile and making a

record will get in addition on a three-mile race a \$50 watch; five-mile race, \$75 gold watch; ten-mile, \$150 gold watch. These prizes do not interfere with the other prizes but are in addition if record is broken.

The following fees will be adopted:

#### AMATEURS.

All	1-2 and 1-mile events,	-	-	-	-	-	-	-	\$1	each	event
	2-mile events,	-	-	-	-	-	-	-	2		6.6
cc	3 and 5-mile events,	-	-	-	-	-	-	-	3	"	"
**	10-mile events,	-	-	-	-	-	-	-	5	**	66

All races must have at least three men to start, or the number of prizes will be reduced.

THE BUCKEYE BICYCLE CLUB, always in the highest degree successful in their festal occasions, eclipsed all previous efforts at the formal opening of the new club-house on East Gay street, Thursday evening, July 3. The superior enjoyment of the evening was largely due to the presence of ladies, who have heretofore been uninvited when banquets were spread, and the neat and cosy apartments of the building, with their gay decorations, presented a charming scene. The new club headquarters, dedicated to the pleasure of the organization under circumstances so auspicious, were built especially for the purpose by President Miller and Luther Donaldson, at a cost of \$2,000. The club has recently been reinforced by the acquisition of new members, and now has a numerical force of thirty-seven. The possession of a place of meeting so attractive will strengthen the bond of union between the members, and the future outlook of the club is most auspicious. The clubhouse is the only one built especially for the purpose west of New York.

The Berkshire County Wheelmen (Pittsfield), offer \$600 in prizes and medals at their tournament, August 14, and will present the following programme: Half-mile dash for bicycles, open to all; mile tricycle race; two-mile bicycle, open to all; half-mile bicycle, novelty race, with one pedal; five-mile club cup race; one-mile bicycle without hands, open to all; five-mile bicycle, open to all; two-mile county championship; tenmile bicycle, open to all; mile race for boys 17 years and under who have never won a prize; half-mile consolation, 100-yards' dash and half-mile foot race; hose-race for teams of 8 to 14 men, running 60 rods, and laying 200 feet of hose.

THE CITIZENS BICYCLE CLUB, Minneapolis, is drilling every Friday night, and will give the G. A. R. a club drill. About thirty !housand veterans from all parts of the United States will participate in the G. A. R. encampment to be held here next week. The club will drill at the fair grounds, where the encampment is to be held the 25th inst.

THE BROCKTON BICYCLE CLUB'S entertainment was a success every way. The fancy riding was well applauded, and the participants were tendered handsome bouquets at the close of the entertainment. The affair was highly successful, financially.

THE RUTLAND BICYCLE CLUB dedicated its new and handsome rink on July 4, and was serenaded afternoon and evening. The riding of the club was greatly admired, while the fancy riding of Master George Nash was generously applauded.

THE TORONTO CLUB had eighty-two men at the parade of the Canadian Wheelmen's Association, July 1. This is the best representation ever made by a club on this continent. In the races the club captured eleven out of the eighteen races.

THE BOSTON BICYCLE CLUB'S annual tricycle road race, open to all amateurs, will be run August 11, starting from Bailey's hotel, South Natick, at 5.30 A. M., and finishing in front of club-house, 87 Boylston street.

THE FITCHBURG BICYCLE CLUB will move into its new and commodious club-rooms this week. The club has increased greatly in members of late, and is now on a very firm basis.

THE CITY CLUB of Brockton is a lively organization, and is rapidly absorbing into its ranks most of the wheelmen of the town, regardless of their membership in other clubs.

THE NASHVILLE BICYCLE CLUB is alive to the interest of wheeling, and is, without doubt, the most enterprising club south of Mason's and Dixon's line.

THE KINGS COUNTY WHEELMEN are heard from in many ways; their entertainments are features of cycling long to be remembered.

THE COLORADO WHEEL CLUB is making arrangements for a grand bicycle tournament, to take place early in September.

THE ORANGE WANDERERS have lady members, and have chosen Mrs. J. N. Smith secretary and treasurer.

THE WORCESTER BICYCLE CLUB is planning for a tournament to occur early in September.

THE KINGS COUNTY WHEELMEN now boast of a lady tricyclist as one of their members.

THE DORCHESTER BICYCLE CLUB has joined the League of American Wheelmen.

THE BOSTON RAMBLERS are about the liveliest club in the eastern States.

THE ROXBURY BICYCLE CLUB has decided to re-organize.

THE LYNN CLUB will soon have a 100-mile road race.

#### CLUB ELECTIONS.

ALLENTOWN WHEELMEN.—President, H. C. Abbott; captain, O. E. Kline; secretary and treasurer, C. H. Moyer.

CANADIAN WHEELMEN'S ASSOCIATION held its annual meeting at Toronto, Tuesday, July 1, and elected the following officers: President, Horace S. Tibbs, Montreal; vice-president J. S. Brierly, St. Thomas; secretary, H. B. Donly. Messrs. W. J. McIntosh, London, and A. McBean, Guelph, were elected to the board of officers.

CHARLESTOWN BICYCLE CLUB.—President, Will S. Atwell; secretary and treasurer, Charles W. Howard; captain, Fred S. Nelson; first lieutenant, James Carey; second lieutenant, E. G. Frost; club committee, W. S. Atwell, C. W. Howard, F. S. Nelson, J. A. Webber and Arthur Smith.

ELGIN BICYCLE CLUB.—President, Charles Stearns; captain, T. Moxon.

ELMIRA BICYCLE CLUB.—President, L. H. Brown; captain, J. C. Zimmerman; lieutenant, H. C. Spaulding, Jr.; secretary and treasurer, H. S. Kidder; color-bearer, T. E. Fassett; executive committee, Dr. C. W. Brown, chairman; J. F. Lingle, J. G. Kingsbury, president and captain ex officio.

ESSEX BICYCLE CLUB, N. J.—President, Elwood C. Harris; vice-president, Walter J. Knight; secretary and treasurer, George H. Bailey; captain, Robert D. Mead; lieutenant, S. H. Sargent; bugler, William A. Brown; executive

committee, Herbert W. Knight, S. H. Sargents George H. Bailey, E. G. Miller, Walter J. Knight, James H. Worden and Robert D. Mead.

JANESVILLE CLUB, Wis .- President, John Livingston; secretary and treasurer, F. C. Burssel; captain, Chas. F. Glass; first lieutenant, F. N. Webster; second lieutenant, F. J. Burr.

LA CROSSE CLUB, Wis.-President, Dr. C. A. Smith; vice-president, John Salyer; secretary and treasurer, Fred Easton; captain, Dr. C. A. Smith.

MERIDEN WHEEL CLUB.—President, Chas. L. Lyon; captain, T. S. Rust; first lieutenant, Wm. Collins; second lieutenant, J. E. Brainard; secretary, H. G. Miller; treasurer, J. E. Brainard; standard bearer, J. M. Hyde.

MERRIMAC, N. H., BICYCLE CLUB.—President, Frank E. Pease; captain, G. W. Smith; lieutenant, Herbert C. Oak; secretary and treasurer, George A. Oak; color-bearer, John Logan. The club starts with fifteen members.

ORANGE WANDERERS (Orange, N. J.)-President, L. H. Johnson; captain, H. C. Douglas; lieutenant, W. S. Benedict; secretary and treasurer, Mrs. J. W. Smith.

PASSAIC COUNTY, WHEELMEN, N. J.-President, H. H. Everett; secretary and treasurer, E. P. Shepherd; captain, H. R. Jackson, Jr.; lieutenant, D. Romaine; bugler, E. Edgar; colorbearer, C. C. Hardwick.

PROVIDENCE BICYCLE CLUB.-President, Albert G. Carpenter; vice-president, Boyd Clarke; secretary, Howard L. Perkins; treasurer, Waldo Stewart; captain, Oliver M. Mitchell; first lieutenant, Frank B. Armington; second lieutenant, Walter A. Potter; guide, George McAuslan; bugler, Frank P. Barrows; executive committee, Albert G. Carpenter, Howard L. Perkins, Oliver M. Mitchell, Hugo Breul, Jas. A. Reaves.

OUAKER CITY BICYCLE CLUB .- President, Samuel Jackson; vice-president, B. F. Du Bois; secretary and treasurer, C. E. Updegraff; captain, J. H. Updegraff; first lieutenant, E. G. Updegraff; second lieutenant, M. F. Lenhart; bugler, George F. Kursh.

RIVERS CYCLING CLUB.—President, William Mitchell; secretary, G. D. McGuire; treasurer, E. G. Lybrand; captain, Fred Avory; lieutenant, J. Heimberger; bugler, R. G. Wight.

RIVERSIDE WHEELMEN, N. Y .- President, T. C. Stratton; vice president, J. B. Fischer; first lieutenant, Wm. Valleau; second lieutenant, F. Wing; secretary and treasurer, William A. Pot-

SALT LAKE BICYCLE CLUB.—President, Geo. J. Taylor; vice-president, H. S. Cutler; captain, D. L. Davis; sub-captain, Wm. Wood; secretary and treasurer, W. Jennings.

SOMERVILLE CYCLE CLUB.-President, Herbert E. Foot; vice-president, Charles H. Sanborn; captain, E. A. Bickford; secretary and treasurer, M. Steel; first lieutenant, Ellsworth Fisk; second lieutenant, Ernest W. Bailey; bugler, W. C. Hill.

VICTOR BICYCLE CLUB, (Corpus Christi, Texas). -President, Ed. H. Caldwell; captain, B. G. Barnes; secretary and treasurer, O. S. Caldwell.

WAKEFIELD BICYCLE CLUB.—President, B. A. Parker; vice-president, W. E. Eaton; secretary and treasurer, E. D. Albee; captain, F. H. Burrill; lieutenant, E. A. Wilkins; bugler, J. Muse; club committee, B. A. Parker, E. D. Albee, and F. Nichols.

#### News Potes.

Springfield, Mass.,

Rudge vs Royal Mail,

September 16, 17, 18, 19.

The Western Cyclist is the spice of cycling pa-

Dr. T. S. Rust, of Meriden, had his Expert Columbia stolen.

A new bicycle club has been organized at Winter Hill, Somerville.

A bicycle club has been organized at El Dorado, Dak., with ten members.

The Trojan Wheelmen cleared over \$150 at their recent race meeting.

The Riverside Wheelmen is the latest New York club. Was organized, July 16.

We understand that the Mercury is to be devoted hereafter exclusively to touring.

The IVestern Cyclist publishes a list of nine bicycle patents dated June 22, 1884.

Lotta is said to have become a convert to tricycling since her arrival in England.

Chambers, the one-mile champion of England, has won 34 out of 35 races this year.

A party of wheelmen are making an extended cycle tour of the northern part of Colorado.

The five-mite amateur bicycling championship of England, was won by R. Chambers, in 15m. 36 4-5s.

H. Rood received a bad scalp wound at the races of the Kings County Wheelmen, caused by taking a header.

A bicycle and a dog, instead of a horse and cart, form the equipment of the street letter box collector in Peterboro'.

Clinton S. White and Arthur W. Rice of the Millbury Bicycle Club recently rode to Gloucester, St miles, in eleven hours.

The Berkshire County Wheelmen propose to have a tournament, August 14, with \$600 worth of prizes to be contended for.

L. H. Johnson of the Orange, N. J., Wanderers Bicycle Club, recently rode 127 miles on a 72pound tricycle in 17h. 5m.

In France they hold cycle race meetings in the evening with the aid of electric lights and the track covered with powdered chalk.

A tricyclist, a member of the Alpine Club, has recently made the journey round Lake Geneva, a distance of 112 miles, in 11 hours .-

The wheelmen of Minneapolis gave the G. A. R. which encamped there on the 25th, a fine exhibition drill, which was much admired.

Capt. Fred T. Sholes of the Cleveland Club is in Europe, but will be back in time for the August meet of the Ohio division L. A. W.

On account of the good roads about Boston, there are probably more club runs in that vicinity than in any other section of the country.

Corey Hill, at Boston, is a tough one, and a great many wheelmen who try it are pretty well ex-Corey-ated before they get through with it.

The popularity of the wheel in Russia is attended by the fact that over 20,000 people paid to witness the first race meeting held in Russia.

A. A. Poole and F. H. Hayes of Washington have been making an extended cycle tour of ride to Cleveland, O., and possibly to Niagara

Mr. Richard Garvey, president of the St. Louis Bicycle Club, carries his two-year-old son on a specially constructed seat in front of his Star

The New Haven track has been resurveyed this spring, and is now all right, and expects to keep up its former position of being the fastest track in

Dolph, Brooks and Morgan will hereafter ride a Royal Mail. The Royal Mail is coming to the front, and from present appearances will be heard from this fall.

W. R. Crawford, who was known last season as Chicago's fast man and a member of the Hermes Bicycle Club, will be heard from on the path this year.

Elsa Von Blumen, the celebrated female bicyclist, gave several exhibition races at Narragansett park, Providence, on July 4, in all of which she proved victorious.

The Germans are cranky. The authorities of Berlin restrict bicycling to the roads on the outskirts of the city, and prohibit boys of sixteen from riding at all.

The Weed Sewing Machine Co. has presented the Connecticut Bicycle Club with a beautiful ball bearing sewing machine for a prize in one of the races, September 9.

Rev. S. H. Day, of South Abington, one of the oldest members of the Massachusetts Bicycle Club, recently came out on his new mount for the scason -a 33-pound Rudge.

A new grip for tightening the direct spokes of a bicycle has recently been invented. It is lighter than an ounce, but is strongly made, and is said to do its work effectively.

The Pope Manufacturing Company has presented the Connecticut Bicycle Club with a full nickel Expert Columbia bicycle as a first prize in one of its races, September 9.

"There is plenty of room at the top," is the motto of the Lynn Saturday Union. This paper is alive to the interests of everybody, publishing a lively bicycle column every week.

The Dutch Cyclists' Union has been formed with nearly 400 members to look after the interests of the wheel in Holland. It would be fun to see the bikes and trikes going over the dikes.

London cyclists are to be permitted to pass through Victoria park, part of Regent's park, and Battersea park, "on condition that they do not there engage in racing or processioning."

"Ramblers" seems a popular name for bicycle clubs, as newly-organized clubs in all parts of the country are adopting it. The Boston Ramblers were the first to introduce the name into America.

June 1, the Ohio division of the L. A. W. had 420 members in 64 towns, Cleveland leading with 77; Cincinnati, 60; Columbus, 30; Springfield, 28, and so on down to a solitary League member in some towns.

A project is on foot to use electricity as a motor for tricycles. Each machine will be made to accommodate two persons, and fitted with motor and battery sufficient to propel it on level ground at six miles an hour.

An elderly lady living in the country, upon being told that a young man of her acquaintance in the oil regions of Pennsylvania. From there they | Springfield had purchased a bicycle, remarked,

"Good land, what does he want of a bicycle? He ain't got any ear for music."

Outing and The Wheelman for August more than fulfills expectations. "Tricycle Trips through Japan" is an interesting article, well illustrated, and the magazine is one which all wheelmen should have on their list of cycling literature.

English tricyclists are kindly invited to subscribe \$250 apiece for electric tricycles which are promised to pull themselves along at the astonishing speed of six miles an hour. By which it appears that legs are quicker than lightning on wheels.

The Massachusetts division L. A. W. will hold a reunion at Boston, September 5. The programme will include a parade in the morning and a run in the afternoon. The Ramblers Club will probably hold a race meeting on the same day.

The Bicycling World notices that "a great many wheelmen are afflicted with heart troubles, and they are not all among the racing men. The marriage calendar tells the story." It shows, also, what means they take to get cured of their troubles.

Eliot Norton, who is one of the best bicycle riders among the college boys who have entered races during the past year, and is now a junior in Harvard, will spend his summer vacation at Springfield, studying law in the office of Leonard & Wells.

Rev. Henry Ward Beecher has just purchased a tricycle. He is very enthusiastic on the subject of tricycling, and contemplates heartily enjoying himself cycling over the beautiful roads, near his summer residence, at Peekskill-on-the-Hudson, this summer.

A. Dolph, of New London, O., is the coming man. Before the Philadelphia tournament he rode a mile in 2m. 38s. In personal appearance he is of very light build, weighing 135 pounds. He rides a 54 Rudge racer, and has a very easy movement in riding.

It has been suggested that those who are in search of novelties for the racing path get up a twenty-mile race, and let the one who wins the greatest number of intermediate miles take the trophy. This would make an exciting race throughout, and the time would be likely to be good.

The September tournament in this city will be an international one as far as racing men are concerned. The best English and American riders will be pitted against each other, and from present appearances the Rudge, and Royal Mail bicycles will contest for the honors of the path.

Photographers have had hard work to find a position to place a wheelman in with his wheel while having a picture taken. O. F. Dewey has solved the question by having his photo taken in the act of taking a header over the garden wall. The picture is a first-class one, and creates considerable merriment where shown.

Messrs. Frank E. Higgins and E. K. Hill of the Worcester Æolus Club, have started for a European trip. They meet Claffin of the Harvard Club in London, and make a tour of Great Britain on their bicycles. Before returning they propose to see something of France and Switzerland. The trip will consume about three months.

A party of Salt Lake City bicyclists will start about the middle of August upon a tour of the Yellowstone Park. The heavy camp equipments will be conveyed in a four-horse wagon. The wheelmen expect to be absent twelve or fourteen

days, and would be happy to be accompanied by any eastern wheelmen who can spare the time to make the trip.

The Long Branch District and Messenger Company has established a night patrol for the purpose of taking care of the cottages. The patrolmen make a circuit of the cottages under their charge every half hour, sending in an electric signal every half hour, which is registered at the central office. The messengers will all use bicycles while making their rounds.

The Pennsylvania division L. A. W. is following in the footsteps of the Massachusetts division and will soon issue a hand-book of the roads in the State. Excellent route slips are now being sent out by Sec. Charles M. Miller to all local consuls. The same slips would be convenient for all wheelmen to carry and note conditions of roads traveled, for future use.

The Travelers Accident Insurance Company of Hartford, which issues the best and only kind of accident policy which all wheelmen should carry, also distributes the best court plaster free, and it can be obtained by calling on any of the company's agencies, which may be found in every city and town in the United States. At the same time don't forget to take out a policy.

A gentleman of Elmira, N. V., recently sent his Columbia tricycle to the factory to have attached to it the new power gear. In the accompanying letter he says: "Send back my 'Doctor' as soon as you can, for 'he' has given me more health and happiness than all medicine and physicians I have ever seen put together, and it is no less than \$2,000 I have spent on these."

Will C. Marvin, the champion of Michigan, president of the Ovid Bicycle Club, secretary of the Michigan division L. A. W., editor of the western *Cyclist*, and, well! we east would be led to think that there was nothing else west but Mr. Marvin. But the fact is, no more enthusiastic wheelman lives out west having the interests of cycling at heart than Will C. Marvin of Ovid, Mich.

About 400 wheelmen took part in the procession at the second annual meeting of the Canadian Wheelmen's Association at Toronto, July 1, including men from all parts of Canada, Buffalo and Rochester, N. Y. C. F. Lavender of Toronto, won the one-mile Canadian championship race in 3m. 10s. The five-mile race was won by W. G. Ross of Montreal in 17m. 14s., nearly a minute faster than the best record.

All evils have their compensations, and among them the dreaded header. We are told of a man who had his nose broken by a base ball, some years since, and when it healed, the proboscis looked like a parrot's beak. Some time ago, he took a bad header from a bicycle, and landed on his nose chiefly, with the result of breaking it again, so that it has healed up the second time as straight as ever it was.

"My Cycling Friends," is the title of a wheelmen's autograph album, containing three hundred cards for autographs of our cycling friends, each card with an appropriate illustration or verse of poetry, printed in a neat and compact form, bound in full cloth, gilt sides. Should be on every clubroom table as a visitor register and in every wheelman's home. Published by Will C. Marvin, Ovid, Mich., price, post-paid, \$1.00.

Mr. George Fisk, a graduate of Amherst, and of the Yale medical school, class of '84, who is

now in Germany perfecting his education for the work of a physician and surgeon, has lately astonished the Germans by his bicycling feats, and particularly by riding inside of 24 successive hours α distance of 210 miles. He is constantly taking prizes, also, for expert bicycle riding. The young man is stepson of Rev. Mr. Kelsey, of New Haven

Richard Howell was the winner in the first race for a gold chronograph watch, a cash prize and the championship at twenty miles, at the Belgrave-road Grounds, Leicester, Eng., June 21. The finish between him and F. Wood and Fred Lees (who led at the finish of every intermediate mile except the tenth) was very exciting, Howell having but a foot the best of Wood at the close. The last mile was ridden in 2m. 50 2-5s., and the full distance in 1h. 1m. 2-5s.

John S. Prince, the champion rider, turned up at Washington, July 6, looking as if he had run afoul of the distinguished John L. Sullivan. A professional race was to be run at Blossburg, Pa., between Prince, Higham and Woodside, with Morgan as starter, on the 4th of July. On the day previous Prince was practicing, and while spurting at a two minute and a half gait, his wheel buckled and he took a fearful header. He was insensible for two hours, and was very badly and generally bruised up.

The "Hand Book" of the Massachusetts division L. A. W. has been distributed to members, is a handy book and a model of its kind. This being the first hand-book issued by any of the various divisions, others may be expected to follow the lead of Massachusetts. The roads are well described; list of League hotels, places of repairs for each town are given; list of consuls, in fact everything pertaining to state work. Great credit is due E. K. Hill for the perfect manner in which the book is gotten up.

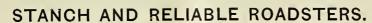
The Cycling Times in speaking of the cycling literature and the increased interest in the sport says "that our American brethren of the wheel are actually—of course, comparatively speaking—making as rapid headway as are we, the real originators and promoters of the sport." Strange but true, and before another year has gone we will have a clear lead of our English brethren; in fact we are now ahead of them in the size of our tournaments, value of prizes, attendance at same, and the interest manifested.

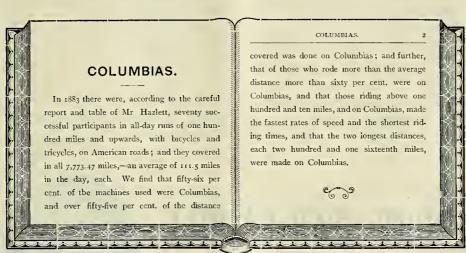
A frightful bicycle accident occurred at Newcastle, Eng., June 13, to a wheelman named William Crothers, who, while riding down a steep hill, lost control of his machine, which flew down the hill with lightning speed to the bottom, where it struck against a board fence. The rider was thrown over the top, alighting upon his head in the road beneath. The bicycle itself was thrown over the fence, and fell upon the rider, who was quite unconscious from injuries to his head, which it is feared will prove fatal.

"Wheel Songs—Poems of Bicycling," is the title of S. Conant Foster's new book. It is a neat quarto book of about one hundred pages, printed on heavy toned paper, illustrated with fifty fine engravings, and bound in silk cloth, with appropriate cover designs. "A Midnight Ride" is a pretty little poem, while "On Wings of Love" needs no introduction to old readers of bicycle literature. "Si Plunkett" is pictured in all his glory; and about twenty other poems and sonnets complete the list, ending off with "Loose Spokes,"









One of the many advantages of possessing a Columbia Machine is that these Machines are made upon the

#### INTERCHANGEABLE SYSTEM,

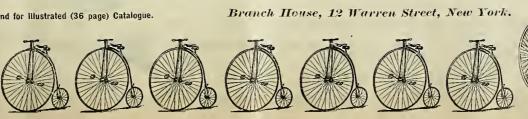
and in case of breakage (the best mechanical contrivance, whether bicycle or carriage, is liable to meet with accident), the owner can immediately procure a duplicate part of the Company, or of their Agents, located at all important points.

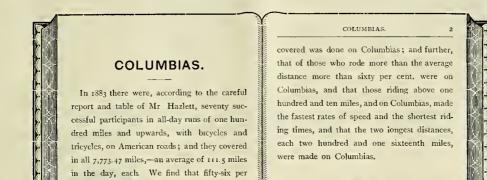
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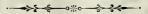
# The Connecticut Bicycle Club,

#### OF HARTFORD.

WILL GIVE THEIR

# FIRST ANNUAL RACE MEETING!

#### Charter Oak Park, Hartford, September 9, 1884.



#### THE EVENTS WILL BE

1-Mile, 3.20 Class.-First Prize, Gold Medal, value \$25.00. Second Prize, Silver and Gold Medal, value \$15.00.

2 Mile Tricycle.—FIRST PRIZE, a Hartford Ball Bearing Sewing Machine. The most elegant machine ever put upon the market; an entire work cabinet in itself, nickel plated and handsomely ornamented, value \$70.00. SECOND PRIZE, a handsome Imported Vase Lamp of the celebrated Longwy porcelain, value \$25.00.

1/2-Mile, Boys under 16.-FIRST PRIZE, Silver and Gold Medal, value \$10.00. SECOND PRIZE, Pair of Hammered Solid Silver Cuff Buttons, value \$5.00.

1-Mile Club Race, for Gold Club Medal, value \$50,00.

1-Mile.—First Prize, Elegant Diamond Stud, value \$100.00. Second Prize, Engraving of Schreyer's celebrated picture, "The Imperial Courier," handsomely framed in bronze and gilt, value \$40.00.

1-Mile, Ride and Run.—First Prize, Gold Medal, value \$25.00. Second Prize, Stevens' Bicycle Rifle, value \$13.00.

5-Mile State Championship.—Open only to Conn. L. A. W. men. Prize, Diamond Medal, value \$80.00.

5-Mile.—First Prize, an elegant "Colt's" Double-barreled Shot Gun, finished to order for this occasion, value \$100.00. Second Prize, Engraving of Schreyer's celebrated picture, "The Cavalry Engagement," handsomely framed in bronze and gill, value \$40.00.

Tug-of-War. (1-Mile).—FIRST PRIZE, Silver Cup, chased with gold, value \$35.00. SECOND PRIZE, Handsome Picture, value \$20.00. There Prize, Florentine Statuary, "Tug-of-War," value \$5.00.

Exhibition of Fancy Riding by Prof. D. J. CANARY.

10-Mile.—First Prize, Full-nickeled Expert Columbia Bicycle, value \$145.00. Second Prize, French Marble Clock, value \$40.00. Third Prize, Seth Thomas Traveling Clock, plush case, value \$10.00.

Cousolation.—Handsome Seal Ring, value \$15.00.

Entrance Fee, \$1.00 for each Event.

At 10 o'clock in the morning there will be a short Parade through the principal streets of the City, and to the visiting Club having the largest number of men in line will be given a very handsome Clock most suitable for Club headquarters.

To all who intend participating in the Springfield Races, we would say: Leave home a little earlier; come to Hartford, September 9; stay over, and do your training on Charter Oak Park, which has the finest track in the country. A good Hotel on the Grounds, where board may be had at \$6.00 per week for Bicyclists.

Address Entries and for further particulars to

#### GEORGE H. BURT,

P. O. Box 414, Hartford, Conn.

#### THE FAMOUS

# STALL \* & \* BURT \* STAR \* SADDLE.

Designed especially to fill the demand for a comfortable saddle for the American Star Bicycle. Price, \$4.00 Plain; \$5.00 Nickeled. Send Eheck, or P. D. Order, and obtain solid comfort,

#### STAR TOOL AND AMERICAN DON BAGS.

These bags are splendidly made of best leather, are in one piece, and are nicely lined. Each has a brass frame to keep it in shape, and contains a series of pockets easily accessible, in which the tools are retained free from rattle. Sent by mail, prepaid, for \$2.00 at your risk, or registered for \$2.10.

#### PATENT OIL RESERVOIRS,

To hold supply of oil for bearings of wheels and levers of Star machine. A hot box is impossible with these indispensable articles. Price, 50 cents each, or set of four \$1.50 by mail postpaid. registering 10 cents extra.

#### THE STAR CONTINUOUS ALARM

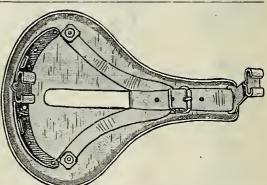
Is the best of this style in the market, giving a loud aların, consisting of a very musical chord repeated ad. lib. No clock work, no winding up, no swinging on to the tire, getting loose or rattling. Sent on receipt of \$2.00 postpaid, registering 10 cts. extra.

**→**--We make a specialty of supplying Agents and Dealers throughout the country with sundries at greatly reduced prices, which will be sent on application.

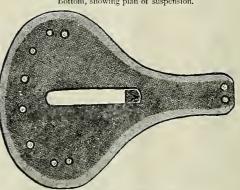
We handle all the well known makes of Bicycles and Tricycles, and make a specialty of the Special Improved Star. 28 page catalogue sent on receipt of 2 cent stamp.

STALL & BURT.

509 TREMONT STREET, BOSTON, MASS.



Bottom, showing plan of suspension.



Top of Saddle, showing seat.



Side view, showing height of front standard.

STALL & BURT STAR SADDLE.

a series of humorous lines. Published by White, Stokes & Allen, 182 Fifth avenue, New York. Price, post-paid, \$1.75.

The interest in The Springfield Wheelmen's Gazette far exceeds our most sanguine expectations, and the words of cheer received from all quarters would more than fill a paper itself. But the following from a leading daily paper shows how we are appreciated by the outside world: "Editor Gazette: — Some individual of laudable tastes, but depraved morals, abstracted the July number of the Gazette from our editorial room half an hour after I had removed the wrapper, obliging me to ask the favor of another copy in order to enjoy its contents."

Tricycling is beginning to be the fashion among Washington women. For a long time Mrs. Lockwood, who has a lawyer's license to practice, has bowled over the smooth asphalt streets on a tricycle; but latterly two or three ladies have appeared, one riding a tricycle while her husband accompanied her on a bicycle. Two young women recently appeared on Pennsylvania avenue, mounted on a double tricycle, and the wife of an admiral is trying to form a club of well-known society women to bring the machine in fashion. She will in all probability succeed.

That there should be a really interesting international wheeling contest, here in England, needs no lever to heighten its importance in the eyes of all actual lovers of the sport. Nothing could possibly prove more beneficial to every one concerned. We want to see, and know such men as Hendee, Burnham and Frazier here in our own little island, pitted in amicable combat against, say, Speechly, Gaskell, Thompson, Liles and others.

—Wheeling. No better place for an international meeting than Springfield, September 16 to 19. Send along your fliers, and then come and witness the greatest bicycle event of the world.

The Maori king, Tawhaio, when on his visit to the exhibition at Melbourne, was docile until he reached the Sports Depot exhibit, when he beheld a tricycle for the first time. After poking it in the ribs, and otherwise critically examining it, a rider was procured, and the king treated to a private seance. He smiled quietly at first, but the more the tricycle gyrated, the more the king smole, faster went the machine, broader went the smile, until, at last, fearing some dreadful consequences, the rider was stopped, and a town clerk trotted out, until the king recovered his usual equanimity, in the presence of so great a personage.

A lady in a suburban town was called to the front door the other day by the ringing of the bell. She saw the "deliverer" of an encyclopædia publishing house, who asked: "Does Dr.—live here?" "Yes," was the reply; "what do you want?" "I have an encyclopædia for him in my wagon," said the young man, "and would like to leave it." "Is it a big one?" asked the lady. "Yes," was the reply. "Well," she murmured, "I don't know what the Doctor bought that thing for. I am sure he will never learn how to ride it. And a big one, too! Well, well, some men are fools."

A NOVELTY IN RACING.—An "umbrella race" and "a cheroot and saddle-up race" were two novel contests introduced at a recent up-country meeting in India. In the former each competitor opened an umbrella sharply in the face of his pony, then mounted without assistance, and rode round the

course with his umbrella open. For the latter the conditions were: "Competitors with saddle, bridle, cheroot, and box of matches, to be formed up ten yards in front of their ponies, which will be picketed; to light cheroot, saddle up, and ride out to flag and home. First past the post with lighted cheroot to win." An "Amazon" race followed, ridden by ladies.

The Connecticut Bicycle Club, of Hartford, leads off the eastern circuit with a grand tournament on Charter Oak park, Tuesday, September 9. Seven hundred dollars' worth of prizes will be offered for the following events: One mile, 3.20 class; two-mile tricycle; one-mile club; half mile, boys under 16; one mile; five-mile state championship; one-mile ride and run; five-mile; one-mile tug of war; fancy riding; ten-mile; one-mile consolation. For further particulars see advertisement on another page and September issue of The Springfield Wheelmen's Gazette. As this is the maiden effort of the club, let us all turn out and wake up Hartford, the home of the bicycle.

Karl Kron writes, June 21: "As nearly five months have been expended in securing the 1,404 subscribers now enrolled, I fear there is small chance of my publishing the book before the close of the year unless the remaining 1,600 names needed to ensure success come in at a faster rate. As I shall be obliged to devote the next two months to writing five or six chapters of the book, I can pay little attention to canvassing; but, if each subscriber already enrolled would promptly send in one additional name, I might still be enabled to issue the book in October. The number of pages promises to be so large as to oblige me to put the price of the book at \$1.25, except to those who pledge their names and dollars in advance."

The Mirror of American Sports of Chicago, having got a clear lead of all the sporting papers in giving "cycling news," is growing ambitious, and wants wheelmen of Chicago to do likewise. In speaking of the Chicago tour of wheelmen to Boston, it says: "Let us hope they will benefit by experience and observation. Next year Chicago should have a cinder-path; the League meet; and, possibly, a first-class international tournament. Think this over, gentlemen of the Chicago Bicycle Club, and when you return, let the bicycling world know that Chicago can take the front in the wheeling ranks." Of course the Mirror means next to the Springfield Bicycle Club, for we shall be up and doing next year, keeping the lead as of old.

The New Haven Bicycle Club will hold its fifth annual fall races on Hamilton Park, New Haven, Conn., Tuesday and Wednesday, September 23 and 24, 1884, when \$1000 in prizes will be offered, consisting of gold, silver and bronze medals, silver ware, etc., etc. Programme: First day, 2 P. M.—one-mile novices' race; two-mile club championship; one-mile scratch; five-mile tricycle; five-mile handicap; one-mile 3.20 class; tenmile scratch; two-mile handicap. Second day, to A. M., grand parade; 2 P. M.—three-mile state championship; five-mile scratch; one-mile tricycle; three-mile handicap; twenty-mile scratch; onemile consolation. 8 P. M.—entertainment at New Haven skating rink, Dwight street near Whalley avenue, consisting of club drills, amateur fancy riding contest, and professional fancy riding, to conclude with the presentation of prizes. Special record medals will be presented to the winners of the one-mile, five-mile, ten-mile and twenty-mile scratch races, provided the present mile record is lowered,

the five miles made in fifteen minutes or less, the ten miles in thirty minutes or less, and the twenty miles in one hour or less. Record medals will also be given for broken records in other races.

#### Items of Interest.

The L. A. W. cleared by its Washington race meeting \$636.

Scotland has 42 bicycle and tricycle clubs; Ireland 24, and Germany 18.

Howell, the English champion, is doing wonders across the water, and it is probable that before the season is over twenty-one miles in an hour will be accomplished.

H. W. Corsellis holds the best tricycle record for one-mile, having made that distance in the wonderful time of 3m. 3 2-5s. at the handicap race of the Pickwick Bicycle Club, held June 21 at London.

The annual meet of Scottish wheelmen was held in St. Andrew square, Edinburgh, June 14, 590 riders being present, or 105 more than in 1883, and over 300 more than in 1879, when the first meet was held.

W. Brown of the Brixton Ramblers Bicycle Club of London, England, lowered the quarter-mile record on June 26, by covering the distance in 40 2-5s., beating A. Thompson's record of 40 3-5s. made last season.

It is estimated by the *London Times* that in England there are over 300,000 cyclists, and that the capital invested in the manufacture of bicycles and tricycles is about \$15,000,000, employing from 6,000 to 10,000 men.

Canadian amateur records: One-mile, bicycle, C. F. Lavender, 3m. 6s.; two-miles, bicycle, R. W. Hamlin, 6m. 54 1-2s.; three-miles, bicycle, F. J. Campbell, 10m. 9s.; four-miles, bicycle, W. G. Ross, 13m. 55s.; five-miles, bicycle, W. G. Ross, 17m. 14 1-5s.; one-mile, tricycle, C. A. Mothersill, 4m. 3 1-8s.

The hundred miles road trial of the London Bicycle Club was established in 1877, and the winners since then, with time, have been as follows:

1877, C. Walmesley, Sh. 23m. 3s. Head wind.

1878, F. E. Appleyard, 7h. 15m. 55s. Fair wind. 1879, A. H. Koch, 8h. 57m. 55s. Fair wind,

1880, A. D. Buller, 12h. 2m. os. Adverse gale.

1881, L. B. Reynolds, 7h. 55m. os. Fair wind.

1882, H. R. Reynolds, 7h. 26m. os. Fair wind,

1883, H. R. Reynolds, 7h. 28m. os. Fair wind.

1884, G. F. Beck, 8h. 26 m.40s. Chopping wind.

The June number of The Springfield Wheelmen's Gazette was mailed to 9,059 wheelmen in 1,113 cities and towns in the United States and Canada; nearly 400 newspaper exchanges, and over 1,000 copies to wheelmen in twenty-six cities and towns in England, five towns in New Brunswick, seven towns in Nova Scotia, three towns in Germany, two towns in Scotland, one town in Cuba, two towns in Japan, one town in the West Indies, four towns in New Zealand. We would like to hear from other wheel papers. We don't like to boast of our popularity but feel a little proud of the above record.

A BICYCLE SIXTY YEAR'S AGO.—An old resident says: "Mr. Brakenridge's 'Egyptian chariot,' so called, is what was known in its day as a 'Stanhope' carriage. It was built by John Q. Cox of Norwich, and was purchased of him by the late Joel White." He says that "John Cox, the

father of the carriage builder, was a skillful blacksmith, and built and used a bicycle, with one large and one small wheel, sixty years ago." The fact is well authenticated, and it is more than probable that Norwich leads this country in the use of this popular vehicle, which is not such a modern machine as most people suppose.—Norwich Bulletin.

#### RACE MEETINGS.

#### CLEVELAND BICYCLE CLUB.

About a thousand spectators and over one hundred wheelmen witnessed the third annual races of the Cleveland club, on July 10, at the new Athletic park. The races were only intended to be local ones and really were the formal opening of the new park,—yet wheelmen from towns in Northern Ohio were present and added much to the interest. The following events were contested:

#### Quarter-Mile Dash.

	MIN.	SEC.
W. H. Wetmore, 1st,		43 I-2
F. P. Root, 2d,		44 I-2
W. F. Knapp, 3d.		

#### One-Mile Dash.

One-Mile Dash.			
Asa Dolph, 1st,	3	οI	4-
One-Mile Club Championship.			

#### Geo. Collister, 1st, 3 13 1-2

#### One-Half-Mile Dash.

W. F. Knapp, 1st,	I	31	3-4
F. P. Root, 2d,			

#### G. E. Thackaray, 3d.

#### Five-Mile Club Championship.

J. H. Collister, 1st,	19	59	3-4
F. S. Borton, 2d,	20	OI	2-5
A. E. Sprackling, 3d,			
B. F. Wade, 4th.			

#### Two-Mile Open.

W. H. Wetmore, 1st,	6	56	1-2
A. Kron, 2d,	7	20	
C. D. Kershaw, 3d.		1	

The track more than came up to expectations as the times by new men will show.

The following officials served: Referee, J. H. Wade, Jr.; timers, C. H. Potter, G. H. Potter, J. H. Wade, Jr., and Alfred Ely; judges, Blake Hendrickson, Medina; A. C. Rogers, Forest City Club; J. D. Pugh, Jr., Cleveland Club; starter, Harry Glidden; scorer, A. L. Garford, Elyria; clerk, Alfred Ely.

After the races about forty wheelmen adjourned to Coits for supper where the prizes were presented.

#### KINGS COUNTY WHEELMEN.

The second annual meeting was held on the grounds of the Williamsburg Athletic Club, Brooklyn, N. V., on Saturday afternoon, June 21, and although the weather was extremely hot, they seemed to find much enjoyment in witnessing the races.

#### Two-Mile Race.

MIN. SEC.

I 49 3-4

6	49	
6	51	I-2
s Whe	elm	211.
3	34	I-2
3	36	
nds.		
	6 s Whe	6 49 6 51 is Wheelma 3 34 3 36

H. J. Hall, Jr., 1st,

George E. Cain, 2d.

#### Half-Mile Race, For Club Members. MIN. SEC. E. Candidus, 1st, 1 39 Charles Fuller, 2d, H. H. Stults, 3d. One-Mile Race. Edward Pettus, 1st, 3 45 I-5 Hermann H. Koop, Jr., 2d, 3 54 Three-Mile Race. William Maxwell, 1st, 10 31 H. J. Hall, Jr., 2d, 10 31 1-5 One-Mile Race, Championship of Brooklyn Bicycle E. Annan, Jr. 1st, 3 30 3-4 F. B. Jones, 2d, 3 40 Charles J. Earl, 3d.

#### Twenty-Five-Mile Race.

Edward Pettus, 1st,	I	48	8 3-4
H. J. Hall, Jr., 2d,	I	48	9 1-5

#### MONTREAL BICYCLE CLUB.

The open amateur race meeting of this club was held at the Point St. Charles half-mile track, Montreal, Canada, June 21. The weather was, fine, but the track was not in good condition.

#### One-Mile Race, Non-Winners.

	MIN. SEC.
i	G. R. Angus, 1st, 3 39
	J. R. Scales, 2d.
	Half-Mile Race, Heats, Two in Three.
	G. S. Low, 1st, 1 36 1-2
	F. Campbell, 2d,
	J. H. Low, 3d.
	777 1517 73 73 74 77 0

### Three-Mile Race, Roadsters, 35 lbs. or Over. P. E. Doolittle, 1st,

#### M. F. Johnston, 2d.

One-	Wile	Race,	Third	Class.
------	------	-------	-------	--------

J. G. Ross, 1st,	3	42
J. T. Gnaedinger, 2d.		
One-Mile Race, Open.		

	, 4		
C. F. Lavender, 1st,		3	15
G. S. Low, 2d,		3	15 3-4
F. C. Holden, 3d,		3	16 3-4

#### One-Mile Sociable Tricycle Race.

Merrill Brothers, 1st,	4	43	I-2
A. T. Lane and R. Smyth.	2d.		

#### Two-Mile Race, Second-Class.

M. F. Johnston, 1st,	7	20	
J. G. Ross, 2d,	7	21	1-2
Fancy Riding.			

#### Oliver Brumel, 1st,

P. E. Doolittle, 2d,

G. H. Hill, 3d.

#### Five-Mile Race.

C. F. Lavender, 1st,	17	41
P. E. Doolittle, 2d,	17	42
F. Campbell, 3d.		

#### OVID BICYCLE CLUB.

The Ovid club held a series of races, July 4. The races were run in the streets and were witnessed by a large audience.

#### Half-Mile Dash.

Will C. Marvin, 1st, Robert Armour, 2d, L. D. Meinger, 3d.

#### Half-Mile, Best Two in Three.

L. D. Meinger, 1st, Robert Armour, 2d.

#### Half-Mile Without Hands.

Will C. Marvin, 1st, L. D. Meinger, 2d. PAWTUCKET, (R. I.), BICYCLE CLUB.

This club held its races at Roger Williams park, July 12.

Half-Mile Dash.

Fred Binford, 1st, I 42 I-2 Charles H. Wood, 2d, I 43 I-4

One Hundred Yards Slow Race.

F. F. Ames.

One-Mile Race.

Fred Binford, 1st, 3 26 1-4 A. B. Mann, 2d.

#### Three-Mile Championship.

A. B. Mann, 1st,	11	18	I-2
Fred Binford, 2d,	ΙI	19	I-2

#### TROJAN WHEELMEN.

The first annual meeting of the Trojan Wheelmen was held at Rensselaer park, Tuesday, June 24, in presence of a large audience and was a success every way.

cess every way.			
0 147 21 1	MIN.	SE	c.
One-Mile Bicycle.			
H. N. Strait, 1st,	3	42	1-2
W. J. Wyley, 2d,	3	43	2-5
Geo. S. Coutie, 3d,	3	44	
Two-Mile Bicycle.			
C. H. Ross, 1st,	7	53	1-4
G. R. Collins, 2d,	8	ΙI	1-4
F. S. Searl, 3d,	8	22	
One-Half-Mile Bicycle.			
Chas. Seymour, 1st,	I	50	3-4
E. B. McMillan, 2d,	I		4-5
Three-Mile Club Championsh	iip.		
W. J. Wiley, 1st,	12	08	3-4
P. S. Haner, 2d,	12		2-5
Geo. S. Coutie, 3d.			
Five-Mile Bicycle.			
T. B. Collins, 1st,	20	51	3-4
H. N. Strait, 2d,	21	15	
J. G. Burch, Jr., 3d,	21	19	
One Hundred Yards Slow Re	ice.		
H. N. Strait, 1st,	2	50	3-4
F. S. Searl, 2d,	2	48	

#### THE BOSTON RACES.

A tremendous crowd witnessed the Fourth of July races on the Boston Common, under the auspices of the city government. The track was four laps to the mile and badly adapted to the requirements of a first-class race meeting. The events passed off successfully and punctually as follows:

One-mile, amateur, gold and silver medals.—C. F. Haven won easily in 3m. 26 1-2s.; C. I. Whitney, second. Eight started in the two-mile amateur race, for a gold and silver medal; C. F. Haven made the first mile in 3m. 37s., and two miles in 7m. 12 1-2s.; C. S. Whitney was second. Wilson, Harrison, Neilson and Young started in the five-mile professional race, Neilson won easily, Harrison second, Young third. The times were as follows: One-mile, Neilson, 3m. 42 1-2s.; two-miles, Harrison, 7m. 27 1-2s.; three-miles, Harrison, 11m. 13 1-2s.; four miles, Harrison, 15m.; five-miles, Neilson, 18m. 28 1-2s. The prizes were \$50, \$30 and \$20. E. P. Burnham won the mile tricycle race in 4m. 46 1-2s.; C. F. Haven second. The prizes were a gold and a silver medal. Burnham also won the five-mile amateur race, W. N. Finley second. The times were: Finley, one-mile, 3m. 48s.; two-miles, 7m. 29s.; three-miles, 11m. 10s.; Burnham, four-miles, 14m. 45s.; five-miles, 18m. 19s. The prizes were gold and silver medals.

#### SALT LAKE BICYCLE CLUB.

The bicycle races held at Salt Lake City under the auspices of the Salt Lake Bicycle Club were quite exciting and hotly contested throughout, the most interesting race being that for the championship of Utah, and the gold and silver medals. The gold medal is valued at \$50 and is a very pretty piece of workmanship. The silver medal is also a very neat medal valued at \$26. This race was for the best two in three one-mile heats. The first heat was won by William Wood, time, 3.30. Second heat by W. Jennings, 3.29 1-2. Third heat by William Wood, 3.26. The last heat was very closely contested, there not being a length's difference between the two wheelmen throughout the entire heat. After this came a handicap race best two in three one-quarter-mile heats. The positions of the riders were as follows: Jennings, scratch; Wood, 15 feet ahead; Silver, 30 feet; G. H. Cartright, 78 feet. The first heat was won by Jennings, second by Wood, on a foul, and the race was finally won by Mr. Cartright who captured the silver goblet that was offered as the prize. At the close of the exhibition Messrs. Wood and Jennings gave an exhibition of fancy riding.

#### CANADIAN CHIPS.

CONTRIBUTED BY P. E. D'ALPIN.

Westbrook, the Brantford crack, announces that he is about to join the ranks of the professionals.

Mr. W. V. Gilman of Nashua, N. H., ex-treasurer of the L. A. W., is now an honored member of the C. W. A.

A new club is said to have been formed in Hamilton to be called the Ramblers. J. Moodis is the leading spirit.

Since the appointment of Mr. Horan S. Tibbs as chief consul for the Canadian division C. T. C., the membership in the Dominion has been rapidly increasing.

H. B. Donly, secretary and treasurer of the C. W. A., who has been secretary and treasurer of the Simcoe Bicycle Club since its formation, three years ago, has resigned the latter office.

The Winnipeg Club held successful races on the 19th. This is a live, go-ahead club. It was represented at the C. W. A. meet in Toronto by Mr. W. A. Capon, its wheel sergeant-major.

The Montreal Club is the second oldest and one of the largest and wealthiest in America. It has an active membership of 103 with some 450 associate members, occupying a club house that cost \$28,000.

The report that the Forest City Club of London had disbanded is not true. The club has renewed its membership to the C. W. A. for the new year, and still retains the premier position in the Association.

Newton Myers, a member of the Forest City Club of London, has been protested and suspended from membership in the C. W. A. He ran, won, and accepted a money prize of \$2.50 at a village celebration on July 1st.

The Ramblers' Wheel Club of Belleville is reported to have decided upon joining the C. W. A. It is the most important Canadian club outside of the Association, and will be a decided acquisition to its strength.

The Newcastle Club is one of the most enterprising and enthusiastic in Canada. It has now

fifteen wheeling members, with some fifty honoraries. The club gave a promenade concert in honor of the Chicago tourists the night they stopped in the town.

Messrs. J. S. Brierly, J. A. Munhead, and H. B. Donly have been appointed a membership committee for the C. W. A. One of the first cases to come before them will be that of Fred Westbrook, who, in addition to being charged with throwing a race in Belleville, is said to have been guilty of crooked work in Kingston.

Perhaps no city on the continent, of the same size, can equal Toronto for wheelmen. There are two clubs,—the Wanderers with a membership roll of eighty, and the Torontos with upwards of 100 members, out of which they turned out on parade on the 1st of July eighty-four riders in uniform, which is the best record for America.

Fred Westbrook, a Canadian bicyclist of some note as a racer, is charged with having sold a race at Belleville, Ont., recently, in which he was a favorite. The charge is apparently well founded, and it is highly improbable that the "crooked" work can be repeated, as clubs throughout the Dominion will not admit Westbrook in any contest.—Mirror.

A company, principally composed of officers of the C. W. A., has been formed to purchase and conduct the *Canadian Wheelman* as the official organ of the Association. Mr. H. S. Tibbs was elected president, Mr. J. S. Brierly secretary and treasurer, Mr. W. K. Evans editor, and Messrs. Tibbs, Eakens, and Donly associate editors, the latter having charge of all Association matters.

A couple of closely contested races were run in Toronto on July 3. The prizes were offered by the Toronto Lacrosse Club. One mile—C. F. Lavender, Toronto Bicycle Club, first; W. G. Ross, Montreal Bicycle Club, second, by half a foot. Time: 3m. 6s.; being the best on record. The race was a hot one from start to finish. Three miles—F. J. Campbell, Toronto Bicycle Club, first; G. S. Low, Montreal Bicycle Club, second. Time: 10m. 9s.; another best on record for Canada.

The Detroit Club's touring party left that city on Sunday morning and rode to Dealtown, sixtytwo miles for the first day's journey. The second day's run was to St. Thomas, sixty-three miles; Wallacetown had been the place on the programme, but an extra push was put on. A halt was made in St. Thomas until after dinner of the third day: London was reached in two hours. There they were entertained by the city clubs, and left next day for Goderich via the far-famed Goderich Road. The following gentlemen comprise the party: F. E. Hunt, Elkhart, Ind.; Fred Warner, Farmington, Mich.; O. E. Fleming, Windsor, Ont.; A. G. Mang, Buffalo, N. Y.; H. E. Ridley, Fairfield, Ont.; L. D. Munger, L. C. Fink, C. E. Alford, J. H. Johnson, R. R. Lansing, R. A. Jones, F. H. Tregaskis, Charles Kudner, R. H. Weeks, A. W. Ives, L. W. Day, W. L. Wilson, and C. E. Dudley, all of Detroit.

#### OUR MEET.

Upon this side of the broad Atlantic there have not been very many wheel meetings that can lay claim to a greater absolute success than the second annual meet of the Canadian Wheelmen's Association held in Toronto on the first of July (Confederation Day); while, if we take into consideration the size of the constituencies, its success

would seem to eclipse the greatest triumph of the L. A. W.

For a day or two prior to the eventful one wheelmen kept dropping off every train by twos and threes into Toronto; but on the evening previous, and early on the morning of the first they came with a rush that fairly placed the fifty-yearold-that-morning-city at the mercy of three hundred and fifty sturdy wheelmen that soon swarmed all over her streets and in and out of the parks, halls, hotels, restaurants, etc., etc. The first thing on the programme was the annual business meeting of the Association, which was held at eleven o'clock in the Philharmone Hall. President R. H. McBride occupied the chair. The report of the secretary and treasurer was presented and received with applause. It told how, a year and a half ago, eight Canadian wheelmen met in Toronto and formed the Canadian Wheelmen's Association; how, six months later, the first annual meet was held in London, at which there were present 182 riders, representing fourteen Association clubs, having a total membership of 302 riders. It is but one year from that date, and we find the Association now with a membership of 706, comprising thirty-two clubs; a good showing, truly, for one year. At the conclusion of the reading of the reports, the election of president and vicepresident was proceeded with, and resulted in Mr. H. S. Tibbs, the popular president of the Montreal Bicycle Club, being placed in the first place of honor in the Association; Mr. J. S. Brierly of St. Thomas, the first secretary and treasurer, was elected vice. This concluded the business meeting and a general rush was made for dinner.

Promptly on time, at 1.30 P. M., Chief Marshal A. F. Webster with his aides, T. H. Robinson of the Toronto Wanderers, and A. B. Donly of the Simcoe Club, arranged the different clubs in order on Clarence square. The bugle sounded the advance, and, following the lead of the chief marshal, the long procession silently wound its way around the square up on to King street with its broad, level pavements, lined on each side with immense crowds of people, and kept clear from curb to curb by a squad of policemen. By actual count the line contained close on to 350 wheelmen. It was headed by the Forest City Club of London, and contained representatives from some twenty odd clubs. Up King street the procession moved, with polished wheels glittering in the bright sun, and pennants gaily fluttering to the breeze, everywhere followed by thousands of admiring eyes, and ever and anon greeted with hearty applause. Out of King street the line turned on to Young, up Young to Queen, along Queen to College avenue, up the avenue to Queen's park, through the park and out on Grosvenor street, along it and Alexander street to Jarvis street, up Jarvis street to the magnificent grounds of the Toronto Lacrosse Club with its level quarter-mile, cinder track. Arrived there, machines were stacked and the races immediately proceeded with. Over five thousand people watched them; the grand stand alone contained over two thousand. The races resulted as follows:

One-mile, green, R. S. Wilson, Toronto B. C., 3m. 30s.; J. Egan, Woodstock B. C., 2, by one yard; J. Allen, T. B. C., 3; F. W. Monteith, T. B. C., fell on last lap, and F. W. J. Edgar, Wanderers B. C., Toronto, on first lap. Three miles, F. J. Campbell, T. B. C., 10m. 27s.; P. E. Doolittle, T. B. C., 2, by two yards; J. H. Low, Montreal B. C., 3. One-mile, championship of Canada, C. F. Lavender, T. B. C., 3m. 94s.; W. G. Ross, M. B. C., 2, by three yards; H. P. Davies, W. B. C., 3, by two feet; G. S. Low, M. B. C., 4; J. Lamb, Ariel T. C., London, did not finish; Davies was

handicapped by a heavy machine. Half-mile, without hands, P. E. Doolittle, T. B. C., 1m. 561s.; L. Buckingham, Hamilton B. C., 2; M. F. Johnson, T. B. C., fell near the finish. Two miles, G. S. Low, M. B. C., 6m. 57 1-5s.; F. J. Campbell, T. B. C., 2, by ten yards; P. E. Doolittle, T. B. C., 3; C. A. Smith, Rochester (N. Y.) B. C., 4. One-mile, tricycle, C. A. Mothersill, Ottawa B. C., 6m. 16s.; A. T. Lane, M. B. C., 2, by one yard; T. Fane, T. B. C., and T. Monk, T. B. C., did not finish. Two miles, roadsters, not under forty pounds, R. W. Hamlin, Oshawa B. C., 6m. 542s.; M. F. Johnson, T. B. C., 2, by ten yards; C. E. Doyle, St. Thomas B. C., 3. Curiously enough, this race on heavy roadsters was the fastest two miles ridden in any contest during the afternoon. Five miles, championship of Canada, W. G. Ross, M. B. C., 17m. 14 1-5s.; C. F. Lavender, T. B. C., 2, by three hundred yards; J. H. Low, M. B. C., 3; F. J. Campbell, T. B. C., and J. Lamb, A. T. C., did not finish. One-mile, Toronto wheelmen only, H. P. Davies, W. B. C., 3m. 158.; F. J. Campbell, T. B. C., 2. Quarter-mile, over three hurdles, P. E. Deolittle, T. B. C., 1m. 352s.; R. T. Blatchford, T. B. C., 2; M. F. Johnson, T. B. C., 3. Fancy riding, by P. E. Doolittle. Club drill, by Toronto, Buffalo, and Wanderers clubs. These races resulted in a new set of Canadian records, which are as follows: One-mile, bicycle, C. F. Lavender, 3m. 6s.; two miles, bicycle, R. W. Hamlin, 6m. 541s.; three miles, bicycle, F. J. Campbell, 10m. 9s.; four miles, bicycle, W. G. Ross, 13m. 55s.; five miles, bicycle, W. G. Ross, 17m. 14 1-5s.; one-mile, tricycle, C. A. Mothersill, 4m. 3 1-8s.

In the evening a meeting of the new board of officers was held at the rooms of the Toronto clubs. II. B. Donly of Simcoe was unanimously re-elected secretary and treasurer, a handsome sum being voted to purchase a memorial to be presented to him for his past services. Mr. J. H. Low was appointed chief consul for the Montreal District in place of Mr. H. S. Tibbs elected president. Manitoba was set apart as a district, and Mr. W. H. Nourse elected chief consul. Representatives were elected to the board as follows: No. I, Messrs. A. McBean, Guelph, and Lloyd Harris, Brantford; No. 3, W. G. Ross and J. D. Miller; No. 5, W. A. Capon. The next meet will most likely be held in Montreal.

#### ALBANY MEETING.

The third annual race meeting of the Albany Bi. Club occurs on the 10th and 11th of September, at Island park, midway between Troy and Albany, and accessible by railroad, steamboat, and horse cars. In connection with its tournament, will be held a meet of the New York state division L. A. W., the one-mile bicycle and tricycle, and five-mile bicycle, championships of which will be run on these two days. A business meeting of the division will be held at the commodious head-quarters on the corner of Lancaster and Lark streets, the evening of the first day, and there will be a parade of visiting wheelmen in Washington park on the evening of the second day.

The races will be started promptly at 2 P. M. each day, and run under the rules of the L. A. W.

The track, which is one-mile in circumference, will be measured eighteen inches from the pole (which is a fixed one) the day before the races, by a surveyor, and his certificate taken, so that there may be no question of records if any are made. \$1,000 in prizes will be given for the eighteen events, of which the following is the programme:

First day.—Novices' race, I-mile, Albany Bicycle Club; slow race, 100 yards; 2-mile tricycle race; amateur fancy riding; 5-mile race, club championship; 1-mile race, without hands; 1-2-mile dash; 1-mile race, 3.20 class; 5-mile race L. A. W., New York state division championship.

Second day.—1-mile dash, L. A. W., New York state division championship; 1-mile race, Albany Bicycle Club, 1st heat; 1-mile race, Albany Bicycle Club, 2d heat; 1-mile tricycle race, L. A. W., New

York state division championship; 1-mile race, Albany Bicycle Club, final heat; 3-mile handicap race; 1-mile ride and run; 10-mile handicap race; 1-2-mile consolation race.

The three League races will have elegant gold medals, with diamonds, given by the Albany Bicycle Club. The entries for these should be made to B. G. Sanford, secretary New York state division, the others to J. G. Burch, Jr., chairman of the tournament committee, closing September 5. The club now numbers about 170 members, and no effort or money will be spared to make this a gala day in the history of bicycling in New York state.

#### OHIO DIVISION L. A. W

The following races have been decided upon for the annual meet of the Ohio division at Cleveland, O., August 18 and 19. \$1,100 in prizes will be given, divided as follows:

One-quarter mile, open, \$40; Gold Medal to 1st, L. A. W. Pin to 2d.

One-half mile, \$75; Gold Medal to 1st.

One-mile state championship, \$100; Silver Cup to 1st, Bronze Medal to 2d.

One-mile handicap, \$100; Gold Medal to 1st, Silver to 2d, Bronze to 3d.

One-mile novice, \$50; Timer to 1st, Bronze Medal to 2d. Two-mile state championship, \$75; Gold Medal to 1st, Butcher Cyclometer to 2d.

Two-mile handicap, \$75; Timer to 1st, Silver Medal to 2d, Bronze to 3d.

Three-mile, open, \$75; Silver Lamp to 1st, Silver Medal to 2d.

Five-mile state championship, \$150; Gold Timer to 1st, Gold Medal to 2d.

Ten-mile, open, \$225; "Miles" Medal to 1st, Silver Cup to

One-half mile tricycle, open, \$40; Gold Medal to 1st, Bronze to 2d.

One-mile tricycle state championship, \$75; Gold Medal to 1st, Bronze to 2d.

One-mile consolation, \$20; Timer to 1st.

State championships are open to Ohio L. A. W. men only, the others to all amateurs,

Entrance fee 50 cents for each event.

Entries POSITIVELY close August 10th, to Alfred Ely, corresponding secretary, 873 Prospect street, Cleveland, O.

#### PROGRAMME.

Monday, August 18.

10 A. M.—Business meeting of the Ohio division.

3 P. M.-Races at the Athletic park.

8 P. M.—Fancy riding and club drill championship contests at the Euclid avenue opera house.

Tuesday, August 19.

10 A. M.—Start of the parade at the Public square.

3 P. M.—Races at the Athletic park.

#### THE BEST LOOKING MAN.

A Lowell exchange states that the captain of the local club is sure to obtain the special prize at the Springfield meet for the best looking wheelman, and that the prize for the best rider will be between Norcross and Hull. Boston's many beautiful riders seem to have been entirely forgotten.—Boston Globe.

Bless you! The woods are full of handsome wheelmen. We don't doubt but that Lowell and Boston will turn out some magnificent surprises, but the Springfield meet is going to be a perfect "banquet of beauty." The Apollos are all coming, also Paris, Orpheus, Ganymede, and those fellows. One reason why we propose to have the street parade in the evening is, that the beauty would be positively painful if paraded in the day time. If the boys all behave as well as they look, —but then, that's just the way our grandmothers used to talk, when we were all ready for church. The fact is, it is going to take a mighty good looking man to carry off the special prize for beauty, and we won't enter the competition, either.

#### KING OF COREY HILL.

Although H. D. Corey of the Massachusetts Bicycle Club has retired from the racing path for this year, he has not lost any of his old skill and endurance, as the following feat will attest:

On Friday night, while returning home from the office late at night he had to pass Corey Hill, and on the spur of the moment thought he would try and mount it. Turning his machine towards the top he commenced the ascent and proceeded nearly to the summit when his saddle became misplaced and he was forced to dismount.

Determined to have a second try, he returned to the bottom and again commenced the ascent. The hill was in very poor condition, being covered with loose stones and soft gravel, and his wheel got caught in the sand when over half way up, compelling him again to dismount. Nothing daunted, however, he tried it again, this time with success.

Starting slowly, until half the distance was covered, he quickened his pace, and after a hard struggle reached the top. The hill was badly lighted, the steepest part being in total darkness, making it unusually difficult. On the last attempt there were, unfortunately, no witnesses, but the next morning in company with Mr. C. F. Haven of the Ramblers he again tried it.

The first time a pile of boards stopped him, but the second time he rode from base to summit in the presence of a dozen persons, Haven stopping when two-thirds the way up.

The machine ridden was a Rudge weighing only thirty-one pounds, and stood the tremendous strain without the slightest injury.

It is the only crank machine that has ever ridden the hill whose performance has never been questioned. This is the third time that Corey has ridden it, and although it has been tried repeatedly by our best riders, including Burnham and Haven, they have as yet been unable to surmount it.

#### THE RUDGE LIGHT ROADSTER.

Among the foremost of the manufacturers of bicycles and tricycles in England stands the great firm of Rudge & Co., of Coventry, England, the center of the bicycle industry.

Their vast works cover quite an extensive territory, giving employment to over five hundred workmen, and Messrs. Rudge & Co. rightly claim the title of being the "largest manufacturers of bicycles and tricycles in the world."

Every bicyclist in England is familiar with the name of Rudge, and their machines are well and favorably known in all the civilized parts of the globe.

Commencing a small manufacturer some ten years ago in Wolverhampton, the senior Mr. Rudge, having established his reputation as an extremely careful builder, both for workmanship and finish, gradually enlarged his works to meet the increasing demand for his machines, and is now established at Coventry, where they have attained their present extensive proportions.

The policy of Messrs. Rudge & Co. has always been to give the best value for the money, and although in some cases their machines have been somewhat higher in price than others, they have always found that it paid to build the best, and as the English riders fully realize that a cheap machine is always dear at any price, they have had no hesitation in paying a trifle more and getting the best article that can be made.

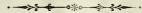
One of the principal features of their machines

# ROYAL MAIL

#### LIGHT ROADSTER.

FULLY ESTABLISHED in AMERICAN FAVOR. The COMING FAVORITE WHEEL!

HAS HAD THE HIGHEST REPUTATION IN ENGLAND FOR YEARS.



#### LIGHT, RIGID ROADSTERS AND RACERS.

Won Seven First Prizes and Two Second Prizes at Phile.

Three First Prizes, July 4th, at Boston.

Tangent Spokes, tied as well as brazed; the only wheel having this strength.

Andrews' Head, Warwick Hollow Rim, Bown's Æolus Bearings, Oval Backbone, Cow
Horn Handles, Detachable Cranks, Full Enamel, Narrowest Tread in the market.

Weight, 36 pounds. Price, 50-inch, \$127.50.

The following Races were won at Philadelphia on the

#### "ROYAL MAIL."

Burnham won Half-Mile Amatcur.

Burnham won Two-Mile Amateur, lowering the record.

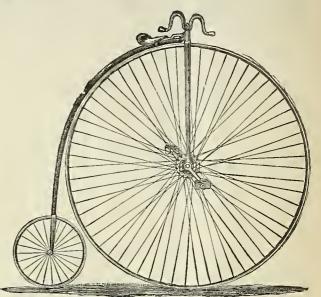
Burnham won Five-Mile Amateur.

Powell won Two-Mile Philadelphia Championship.

Prince won Five-Mile Professional, lowering the record.

Prince won Ten-Mile Professional, lowering the record.

Prince won Ten-Mile vs. the trotting horse "Seotland."



Received much commendation for its rigidity, fine fittings and finish. We invite inspection.

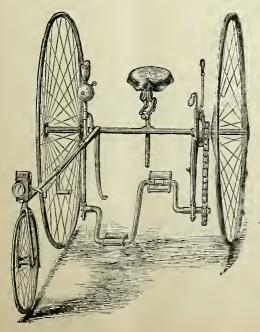
Five-Mile Amateur Championship of England, won on Saturday, June 28, 1884, by R. Chambers, on a "ROYAL MAIL."

The Great Midland Amateur Prize Ten-Mile Scratch Race for the Speedwell Challenge Cup, won on Saturday, June 28, 1884, at Aston, Birmingham, on a "ROYAL MAIL," being the third successive year the "ROYAL MAIL" has been ridden by the winners of this great Amateur Race.

Since our first introduction of this noted wheel in America this year, we have been unable to keep up with our orders. We offer it as the **best** light wheel yet shown,—perfectly fitted, rigid and true running. Examine them before purchasing.

# WE OFFER "OXFORD"

As the most complete medium priced Bicycle yet produced. Price, 50-inch, \$97.50. Hollow Forks and Oval Backbone, Dropped Handle Bars,
Detachable Cranks, Ball Bearings both wheels, Enamel Finish, etc.



# 44ROYAL\*MAIL333

#### TWO-TRACK TRICYCLE.

Easy of access, large and small wheel running in same track, saving friction of middle wheel. Easily passing over stones and obstacles in road.

We recommend it as the easiest running Tricycle in the market.

Examine these favorite machines at our warerooms, or send for circulars.

# WILLIAM READ & SONS,

107 WASHINGTON STREET

BOSHOR.

SOLE AMERICAN AGENTS FOR "ROYAL MAIL,"

SEND STAMP FOR CIRCULARS.

#### **\$1,000 IN PRIZES.**

# THIRD ANNUAL RACE MEETING

OF THE

# ALBANY BICYCLE CLUB,

ALBANY, N. Y.

Island Park, September 10th and 11th, 1884.

IN CONNECTION THEREWITH WILL BE HELD A

### MEET OF THE NEW YORK STATE DIVISION OF THE L. A. W.

19 EVENTS!

29 PRIZES!

VALUE, \$1,000!

WHICH WILL INCLUDE THE

#### ONE AND FIVE MILE CHAMPIONSHIPS OF NEW YORK STATE.

Prizes for the last-mentioned Races to be valuable Gold Medals given by the Albany Club.

### BICYCLES AND TRICYCLES.

1 36 in. Special Challenge, roller bearings to both wheels, excellent	1 52 in. American Club, full nickel, ball bearings both wheels, good
order,	as new,
1 36 in. Hecla, nickel and painted, plain bearings, good order, 20.00	1 52 in. Shadow, full enameled, ball bearings to both wheels, excellent
1 38 in. Ideal, bright and painted, plain bearings, good order, . 22.50	order,
1 40 in. English, bright and painted, plain bearings, excellent order, 37.50	1 52 in. Shadow, full bronzed, ball bearings to both wheels, excellent
	order,
1 46 in. Hecla, bright and painted, plain bearings, fair order, 27.50	1 52 in. Standard Columbia, painted black, parallel bearings, good
1 46 in. Hecla, bright and painted, plain bearings, good order, 35.00	order,
1 48 in. English, bright and painted, plain bearings, good order, 45.00	1 52 in Standard Columbia, painted black, ball bearings, new this
1 48 in. Standard Columbia, bright and painted, plain bearings, fair	season, excellent order,
order,	1 52 in. Standard Columbia, full nickel, parallel bearings, new this
1 48 in. Standard Columbia, bright and painted, ball bearings, good	season, excellent order,
order,	1 52 in. British Mail, full nickel, ball bearings, been run 30 miles, 135.00
1 48 in. Standard Columbia, painted black, ball bearings, excellent	1 52 in. Howe, nickel and enameled, ball bearings both wheels, ex-
order,	cellent order,
order,	1 52 in. Sanspareil, full nickel, ball bearings to both wheels, new but
good order,	shop-worn,
1 50 in. Standard Columbia, full nickel, parallel bearings, excellent	I 52 in. Sanspareil, full nickel, excellent order, nearly as good as new, II 5.00
order,	I 54 in. Standard Columbia, bright and painted, ball bearings, good
1 50 in. Special Columbia, ball bearings, full nickel, drop bars, ex-	order,
cellent order,	1 54 in. Standard Columbia, painted and striped, ball bearings, new
1 50 in. Harvard, nickel and painted, ball bearings to large wheel,	last season
good order,	1 54 in. Sanspareil, nickel and painted, ball bearings, excellent order, 115.00
50 in. Special Harvard, full nickel drop bars, been run 50 miles,	1 56 in. Special Columbia, ball bearings, full enameled, excellent
good as new,	order, 80.00
1 50 in. Special Columbia, bright and painted, ball bearings, excellent	1 56 in. Sanspareil, nickel and painted, ball bearings, excellent order, 115.00
order,	1 56 in. Standard Columbia, drop bars, parallel bearings, full nickel,
1 51 in. American Club, full nickel, drop bars, been run 80 miles, good	excellent order
as new,	1 58 in. Standard Columbia, parallel bearings, bright and painted,
1 51 in. American Star, full nickel, been run 30 miles, good as new, 85.00	latest pattern, excellent order,
1 52 in. Royal Mail, nickel and enameled, new about six weeks ago,	1 58 in. Shadow, full nickel, ball bearings, good order, 100.00
nearly as good as new,	1 58 in. Royal Mail, bright and painted, ball bearings, good as new, 100.00
nearly as good as new,	1 Victor Tricycle, new this season, 1883 pattern, good order, 110.00
season,	1 Columbia Tricycle, new this season, excellent order,
season,	1 Victor Tricycle, new this season, excellent order, 1883 pattern, 115,00
1 52 in. Harvard, full enameled, ball bearings both wheels, excellent	1 Premier Tricycle, new this season, excellent order, 130.00
	1 Sociable Tricycle, new this season, excellent order,
order,	1 Dociable Theyere, excellent order,

We have a Complete Stock of new American Star Machines; also the Heclas and Ideals.

The above machines are all as represented, and well worth the prices asked. Our stock of BICYCLE SUNDRIES is complete, and comprises nearly everything in the Bicycle Line. REPAIRING AND NICKELING A SPECIALTY. N. B.—Second-hand Acme Stands, \$1.25.

is "Rudge's Unequaled Ball Bearings," which for simplicity of construction and remarkable running have given them a world-wide reputation.

These bearings were invented by the senior Mr. Rudge some six years ago, and no machine left his establishment until he had personally inspected and adjusted the bearings. Many manufacturers and makers have tried to improve on them but without success, and "Rudge's ball bearings" stand to-day without a rival.

So great is their popularity, that many of the makers of cheap machines are forced to use them, and although their machines are fitted with Rudge's bearings few riders even then, will buy them, as the rest of the work is generally quite inferior.

In point of manufacture and improvement, Rudge has always been one of the most progressive and enterprising builders, having a large corps of skilled draughtsmen and mechanics connected with the works, and improvements are constantly being made, and, as they fully realize the wants of the riders in regard to weight, strength, and easy running, no labor is spared to make their machines as perfect as possible.

The Rudge machines had long been well and favorably known in this country, but not to any great extent, until the spring of 1883, when to Messrs. Stoddard, Lovering & Co., 10 Milk street, Boston, the largest importers of bicycles in the United States, was given the sole agency and control of all Messrs. Rudge and Co.'s machines, and they immediately commenced to place these celebrated machines on the American market.

On the arrival of the first invoice of the machines, Mr. H. D. Corey, manager of Messrs. Stoddard, Lovering & Co.'s bicycle department, took a fifty-two inch Rudge weighing thirty-four pounds, and, during six weeks of constant riding, gave it a thorough and very successful test over some of the worst roads in Massachusetts.

In construction the machine differs from almost any other in the country. It is fitted with Rudge's ball bearings to both wheels, and to the pedals as well, which reduces the friction to a minimum.

The wheels are fitted with the celebrated Clement Hollow Rim, which, being in one piece, makes it a very light and at the same time an extraordinarily strong machine.

The spokes are tangential, crossing at right angles and firmly braced at each intersection, making the wheel practically a solid one.

The forks are elliptical and bayonet shape, being very stiff and rigid.

The backbone is round and fitted with a pair of very strong semi-tubular rear forks of a graceful pattern.

The handle bar, one of the most important parts of a bicycle, is of the curved pattern, slightly dropped at the ends. Being hollow it makes the handle bar lighter and very much stronger, so that Messrs. Stoddard, Lovering & Co. have never been called upon to replace a single bar through breakage.

Mr. Corey was the only rider of the Rudge for some time, for he wished to give it a thorough trial before it was offered in the market. Ife found that the Rudge differed greatly from any other wheel he had before ridden, the chief difference being the remarkably narrow tread combined with the great strength of the hollow rim and tangential spokes, enabling him to ride hills which he had repeatedly tried to do on other machines, but failed.

After giving the machine a thorough trial and feeling sure that the demand for lighter machines than those in general use would be needed, large orders were at once placed with Messrs. Rudge & Co., for prompt delivery. These were soon received and inspected by our leading road riders and racing men. The result was that men like Hendee, Midgely, Claffin, Burnham, Hitchcock, and indeed all the crack road and racing men of the day were seen mounted on these celebrated machines.

In England the record of the Rudge on the road and path was unparalleled, and it was rare when any important meet occurred, that a Rudge did not come to the front, to the glory of its rider, and, from present appearances, it certainly looks as though it would surpass its previous records and even outdo itself in this country.

Among the many noted achievements on the Rudge Light Roadster are:—The riding of Corey Hill three times by Mr. H. D. Corey on a thirty-two pound machine, a feat which has never been done before or since by any other crank machine; then the winning of the League championship twice in succession by Mr. G. M. Hendee on a thirty-four pound machine; then the winning of the one-hundred mile Boston Bicycle Club road race by Thomas Midgely on a thirty-five pound machine, defeating all competitors who were mounted on much heavier machines; then the beating by Mr Corey the best twenty-four hour ride in this country by twelve miles, mounted on a thirty-one pound machine.

These performances prove most decidedly that the machine is both strong and fast, and although it has only been introduced in this country a trifle over a year, it has fairly won its very high reputation on its own merits and not by extensive advertising.

The net weight of a fifty-four Roadster is about thirty-six pounds, which is plenty strong enough to carry a person weighing one hundred and eighty-five pounds.

It is a curious fact that since its introduction in this country its agents here have found that the demand has been mostly for the large sizes of the machines ranging from fifty-threes to sixty-twos, showing that they were to be ridden by the older and more experienced riders, as well as by the younger men.

The same high grade of workmanship which characterizes it in England is rigidly maintained in all machines sent to this country, they being carefully examined before shipment, and the Rudge Light Roadster of the United States is precisely the same machine in every detail as the celebrated Rudge of England.

The demand for these machines has been so great that a large stock is constantly kept on hand by Messrs. Stoddard, Lovering & Co., and not often does a rider have to wait for his order to be filled.

It has been the aim and intention of Messrs. Stoddard, Lovering & Co., to place a light, rigid machine on the American market, that will stand, and make a name for itself. So far it has exceeded their most sanguine expectations and although several machines built of poorer material (resembling the Rudge in some points) have appeared on the market, the "Rudge" still maintains its enviable reputation, and its agents are to be congratulated on its increasing success and popularity.

#### A WHEEL IN YORK STATE.

CLUB RUN OF THE SOLITARIES—THEIR DAY OFF
—UP THE HUDSON—SCENES EN ROUTE.

Only the earliest birds had begun chirping, and in occasional notes in undertone, at that, when the Solitary Club of Stamford, Conn., mounted for a run amid the glories of the old North river one morning recently.

Soon we were speeding along through the cool morning air, over roads in fine condition since late rains. Coasting a long hill and over the bridge spanning the Mianus river, through the sleepy hamlet of the same name, and over the hills beyond, until, for reasons a wheelman understands, we walk up the hill famous in New England history as "the one Putnam coasted" so hurriedly, away back there during our forefathers' struggles for independence. Our short stop at the Lenox (League) house was so early that "Uncle John" was not up yet, but the club's wants were attended to, and we made the nine miles to Port Chester in an hour, including stops.

Here, coffee, and a train to Mount Vernon; then the wheels spin away over more broken country, although the road bed was good up hills and down, delightful coasting, reaching Yonkers at 7.45 A. M. In gliding through Yonkers' densely shaded streets one gets only fleeting glimpses of the grand old river, but just out towards Hastings, the massiveness of the Palisades begins to be apparent to the beholder, and he reaps the reward of his journey.

Three miles from Yonkers we sit awhile and take notes and sketches, in Dudley's grove, where all Yonkers come to cool off and drive dull care away. The keeper of the then silent grove showed us the boundary stone between Yonkers and Hastings, one mile distant, which town we head for but miss by keeping Warburton avenue instead of turning into Broadway, which perfect specimen of roadway we tested on the return. On through scattering Dobbs' Ferry we went, enjoying so intensely the frequent coast, notably the one down Livingston avenue, that little notice, except in hasty glances, was taken of the shipping on the glistening water, and bits of the rugged opposite shore that showed in twinkling pictures through the foliage as we passed. A guide-board in Dobbs' Ferry pointed vaguely to "Sawmill River Valley," but if old Uncle Dobbs had any saw mills, we failed to see them, or the old gentleman, either, and turned into asphaltum-paved Broadway, which connects Yonkers and Tarrytown by the hardest and smoothest of roads.

While lounging a little at the V—— House, whose high rates of fare are against it as a wheelman's stopping place, a gentlemanly member of the Long Island Wheelmen slowed up and dismounted, who proved to be Mr. G. W. Mabie, of Mabie, Todd & Co., Brooklyn, who is taking vacation strolls a-wheel from White Plains, his summer home.

Here the club "chartered a ferry boat and went over to Nyack," wheeling up to the Hook, about as far as paved roads were, and, after doing Nyack, re-crossed the river and returned to Yonkers via Broadway, passing the monument to Major Andre, of Revolution fame, bronzed and gray, standing there mutely telling its own story, through the sunshine and storms as the years go by.

Desperate hand to hand battles in croquet and tennis are waged now on the spacious lawns fronting these magnificent summer homes of the money kings of the city, instead of the pioneer and Indian combats that once occurred along the river. To-

day, amid the fragrance of countless flowers, dainty feet press the bright green carpet, where then wild animals and their wilder hunters roamed at will.

Those coasts on the return from Tarrytown to Vonkers, were something to be remembered. Below Vonkers we left Broadway at Kings Bridge, and had bad roads to Williams Bridge, thence good wheeling to Mount Vernon. We encountered a good many highwaymen and bri'g'ands, who were "bridge hands," and did not molest the club. but tore up the roads badly in many places.

STAMSON

#### "CAPTAIN ED."

It was not exactly a cyclone, neither was it an earthquake, but simply, as scientists would say, a compound conglomeration of terrestrial and animal matter. It all came about in this way: The Hon. Mayor of our town, accompanied by a friend, was leisurely sauntering along one of the smooth cindered pavements of our town,—which pathway, by the way, has considerable incline, or decline, whichever way you'll have it, just sufficient to be—simply immense for coasting.

The aforesaid twain had not proceeded very far, when an addition was made to their number in the shape of an excited colored man, whose cause for complaint lay in his opposition to a judgment rendered by his honor, in a recent controversy, the present plaintiff being at that time defendant. Thus engaged in earnest conversation, with eyes fixed on the ground, the approach of Captain Ed on his 52 was unobserved. On he came, legs over, at a 2.30 break-neck gait.

Of course he yelled whoa, whoa,—he never carried an alarm bell,—but his honor and companions did not happen to be horses, so his whoas remained unheeded. Square in the chest his 52 struck the Mayor, who in the descending act lovingly grasped his off partner, the two going down together in the double quick Maud S. time. Having settled the Mayor temporarily, Captain Ed gracefully carromed on to the near man—the colored gentleman—knocking him out of time and breath, upon the prostrate forms of his late companions, and then completed the interesting tableau by an exquisite, double back-action header, wheel and all, on top of the struggling group.

FOR SALE.—A 52-inch machine in dilapidated condition; looks as if gone through a mill race.

Inquire. Captain Ed. W. F. G.

#### "NEWARK DUST."

Jersey is by many supposed to be a "howling wilderness," the dull monotony broken only by tracts of sand and swamps. That such is not the case, and that it is inhabited by something beside the malaria and the festive mosquito, I shall now endeavor to prove. Newark, the largest city in the State, is situated on the banks of the Passaic river, seven miles from New York, has about 138,000 inhabitants, and is noted for its jewelry, thread, leather, and tin manufactories, and pretty girls. Until lately the leading athletic sport was rowing, there being several large boating clubs on the river; but it has a formidable antagonist in bicycling, which is rapidly pushing its way to the front, many devotees of the oars and sculls discarding them for the wheel. This wide-spread interest in wheeling is mainly due to the enterprising firm of Zacharias & Smith, general bicycle agents and manufacturers of the Star lamp and luggage carrier, they having in less than a year increased the number of riders in this vicinity from fifty to two hundred. Newark contains two active bicycle clubs, the "New Jersey Wheelmen" and the "Essex Bicycle Club"; the former, having its headquarters at Oraton Hall, was organized in October, 1883, and has at present a membership of thirty active riders; new members are admitted at every business meeting, and before the season closes it promises to be one of the largest and most influential clubs in the State. It has lately adopted a new uniform of dark green serge, which is generally conceded to he the neatest thing out. The officers elected at the annual meeting held in March are: President, W. H. Parsons; vicepresident, J. S. Dustin; secretary and treasurer, J. C. Willever; captain, C. W. Northrop; first lieutenant, C. W. Jones; second lieutenant, A. R. Debow; club committee, A. O. Lemeris, H. A. Smith, and Clark Thompson.

The roads in this neighborhood are as near perfect as it seems possible to get them on this "mundane sphere," rivaling those around the "Hub." The scenery is widely diversified, and the finest in the State. The "cantankerous countryman" is seldom met, and altogether the lot of cyclers in this vicinity is far from being an unhappy one.

#### AMONG OUR EXCHANGES.

Motto for cyclists (adapted, by kind permission, from the popular cry of tradesmen in cheap neighborhoods)—"Tri before you Bi."—Funny Folks.

"Phwat wud Oi want wid a bicycle?" said the ancient Irishman to the boys who had been chaffing him. "Bedad, Oi'd as soon walk afoot as to ride afoot!"—Lowell Citizen.

"How old are you?" asked an elderly man of a bicyclist. "I have seen just seventeen summers and one hundred and twenty falls," ejaculated the fresh youth.—Canadian Wheelman.

A Detroit paper says: "The bicyclist beat the zampillar otationist at Ann Arhor last week." We don't know what kind of an animal it is, but we are glad to know that the bicyclist came off victorious.—*Boston Post.* 

As a rider of the Facile, that smallest of bicycles, was wheeling over the Milldam a few days since, he was greeted by a small boy with: "I say, mister! when yer come ter walk out, why don't yer lave that thing ter 'ome?"—Boston Globe.

THE SPRINGFIELD WHEELMEN'S GAZETTE for July is at hand and is looking as bright as the "Almighty Dollar" of 1884, and it is well worth that dollar to every wheelman, but they will persist in offering it at fifty cents.—Western Cyclist.

The enterprise of the Springfield Bicycle Club in advertising in English wheel journals is likely to be rewarded, as, from what we hear, we have good reason to believe that quite a number of English riders will take part in the races.—London Cyclist.

A deacon who was knocked down by a bicycle rider, the other day, lamented for the first time in his life that he had forsaken his worldly ways and couldn't indulge in profane history without impairing his usefulness as a Christian.—*Einghamton Republican*.

THE SPRINGFIELD WHEELMEN'S GAZETTE, now a monthly publication, is deserving of unstinted praise for its handsome make-up, as well as the excellent judgment displayed in the collection and arrangement of wheel gossip.—Mirror of American Sports.

That organ which helps very materially to keep alive the enthusiasm in bicycling—The Spring-field Wheelmen's Gazette—has commenced its second volume. It aspires to be "a fixture in a special journalism." It is a sixteen-page magazine.

—American Journalist.

Why was Robinson described on the card as "Amateur Champion of America"? He certainly won the twenty-five mile championship of the States last year, but the American championship races have been held this year, and "Doodle" no longer possesses the title.—London Cyclist.

The Springfield Bicycle Club only offers \$8,000 in prizes at its coming tournament, Sept. 16, 17, 18 and 19, and will expend \$20,000 in making it the great cycling event of the world. We would not be surprised of hearing of its offering "brownstone fronts" and the like next season.—Western Cyclist.

Thirty or forty tourists are going to do Europe from Ireland to Italy on bicycles. If it were not an infringement of the bicycler's prerogatives, something might be said here about the riders being more tired than the wheels of their machines by the time they get through their job.—Boston Transcript.

Col. Albert A. Pope, president of the Pope Manufacturing Company, has been suggested as a candidate for governor on the Independents' ticket this fall. Colonel Pope would undoubtedly fill the office to advantage, and would receive the solid vote of the cyclists throughout the State.

—Boston Globe.

The Englishwomen who ride tricycles seem to agree with Mrs. President Bates, for at the annual meeting of the tricycle riders last month, nearly all their machines were finished in black enamel, which, according to President Bates's report, she thinks best adapted to set off the greatest variety of costumes.—Boston Transcript.

THE SPRINGFIELD WHEELMEN'S GAZETTE for June and July has been received, accompanied by a fulfillment of the promise of its birth, to furnish wheelmen with one of the brightest, spiciest examples of cycling literature that is published. Not a line of it but speaks a wheelman's vigor, and even its advertisements are interesting.—Lowell Times.

Baltimore, we believe, furnishes the first instance of a bicycle being used as a vehicle for criminal purposes. William Cook, a young Philadelphian, committed forgery in that city. He escaped to Washington, and during the bicycle meeting in May, put on a red bicycle shirt, went into the headquarters of the wheelmen, and borrowed one of their machines. Arriving at Baltimore, he pawned the bicycle for \$15.—Buffalo Courier.

Ves, we think well of bicycles and bicyclers. We love to watch them wing their noiseless way swiftly past the house, and we are glad we do not keep a gun. Every Saturday afternoon there is one particular bicycler goes by, a fat man, a very fat man in knickerbockers, a pleated blouse, short skirted and gathered in at the belt, mutton-chop whiskers, single eye-glass and navy cap. Grateful indeed are we every Saturday that there is no gun in the house.—Burlington Hawkeye.

Probably the most interesting wheeling event of the year will be the Springfield bicycle tournament, which takes place on the 16th, 17th, 18th, and 19th of September, at Springfield, Mass. The list of races is by far the largest ever offered, comprising thirty-four, no two alike. They are so varied and classified that wheelmen of all ages and degrees of proficiency may participate. Mr. Leland Howard, of the Capital Bicycle Club, has been complimented with an invitation to act as judge at the tournament.-Washington Star.

She was in humble circumstances, but she was a Boston girl, for all that. "Yes, papa is a unicyclist," she remarked to the railroad reporter whom she met on an excursion train. "Indeed?" responded the young gentleman addressed, very much concerned to know what a unicyclist might be, but very much afraid of exposing his western rawness by asking. From a Boston young man on the train it was learned that "papa" imparted the desired impetus to a wheelbarrow used in connection with city improvements.—Buffalo Express.

Rumor says that Charlie Palmer and Sutton both intend going to Springfield, so Birmingham will be pretty well represented, and by men who, if they're in anything like the form they have exhibited, will take a lot of beating. Moore said, when he came back from America, that Hendee, if properly trained, would make a name for himself, and since then he has shown that the 1882 champion wasn't far out. Moore managed to beat him at all points in the States, and it will be an interesting contest between Moore's old rival and our Aston men as to which is the superior.—Wheeling.

Now they say it was a bicycling tourist who left his spare shirt at a C. T. C. hotel and when he got home, at the end of his tour, wrote to the chambermaid, asking her to send it by parcel post. That ingenious damsel had plied her needle on the shirt, however, and deftly converted it into a garment for her own use; and, upon receiving the wheelman's letter, she replied to this effect:

"Dear sir, I hope you won't feel hurt; That I was wrong, why, none can doubt it; I've made a shift of your old shirt, You'll have to make a shift without it!"

-Wheeling.

A spooney subscriber wants to know how cycling matches are made. We would prescribe the following, in doses according to the strength and age of the individual :- "The felloe gets his girl, and the girl gets her felloe. Then she reaches out toward him, and then he spoke, and axle she wheel into his box, and let him be a hub, and she takes the step and comes at him with a dash, and they are both like a little wheel and she calls him a crank, till he gets tired of her tongue, and thinks she spoke too much, and then he is on a hard seat, and then the devil gets into them both, takes off the varnish, puts on the brimstone at the end, and that completes the match."-Wheeling.

It has been discovered that some of the New Haven bicyclists pad their calves—the calves of their legs; those who wear knickerbockers, we mean. There is no need of a man who wears trousers padding his calves. In riding the "machine" when in knickerbocker costume, desirable things are fat calves. Legs a la broom-stick are ruled out. The young ladies don't admire them. This forenoon a young rider jogged slowly past the city hall on his "wheel." There was a rent in one of his hose from which there fluttered yarn pennants of three different colors upon the fresh morning air, showing that he had on at least three different pairs of stockings, and possibly as many more. Bicyclists should guard against tearing their stockings .- New Haven Register.

#### Sale and Exchange.

We have opened a department of sale and exchange for the convenience of our readers, in which their wants may be made known at a trifling expense. It often occurs that a wheelman wishes to exchange or sell his machine, or a newcomer wishes to purchase a second-hand wheel. This department will offer the desired facilities. The charge will be one cent per word, each insertion, cash with the order. Initials and abbreviations count as words. The following example shows the style : -

52-INCH BICYCLE (bright except spokes), Æolus balls, both wheels, hollow forks, movable step, long-distance saddle, King of the Road lamp, stand, etc., \$50; cost \$90 last year.

L. C., Springfield, Mass. vear.

Such an announcement would cost 32 cents, each insertion. We believe that this feature may be made very useful.

WOULD EXCHANGE my 6 weeks summer vacation for 4 days at Springfield in September.

FOR SALE—51-inch Star, full nickel (except felloes), power trap, rocking pedals, used four weeks, good as new. Cost \$97, sell for \$75.

O. M. WHITE, GREENVILLE, MICH.

FOR SALE—50-inch Expert Columbia, full nickeled, balls all round, used two months, perfect order. Owner wants larger wheel.

A. MUNSON, STAMFORD, CONN.

L OST—September 18, 19, 20, 1883. A Good Time was lost on Hampden Park, on the above dates, by my non-attendance. Will be there this year.

\$ I 20 WILL BUY a Victor Tricycle, new last fall, not run 60 miles, tire shows no wear, good as new, good

argain. Also 48-inch Star Bicycle, almost new, for sale cheap. GEO. E. PATTON, Снатнам, N. Y

FOR SALE—But not this year, the excellent time I expect at Springfield in September, 1884.

TOR SALE OR EXCHANGE—Victor Rotary Tricycle, 1883 pattern, Harrington enamel, two lamps, bell, long distance saddle, Arab cradle spring, tool bag, etc. Ridden less than 10 miles, cost \$175, will sell for \$125, or exchange for full nickeled Expert Columbia, or Sanspareil Roadster.

Address E. H. LINDSEY, MANSFIELD, OH10.

FOR SALE—54-inch Star, power traps, rocking pedals, rubber handles, standard finish, run 260 miles, good as new, except nickel on front bone. Cost, \$103, Price, \$70.

BOX 1516, FITCHBURG, MASS.

STOLEN—By the attendance of my employer, at the last Springfield Meet, a golden opportunity to witness the greatest cycling event of the year '83.

FOR SALE—A 50-inch Enameled Duplex Excelsior Bicycle. In first-class order (warranted). Price, \$65.
HARRY DOLEN, CHATHAM, N. Y.

EXCHANGE.—Would exchange my photograph with my Springfield girl at the Grand Tournament, September 16, 18, 19, on Hampden Park, Springfield, Mass.

FOR SALE—56-inch Sanspareil Light Roadster, full nick-eled, ball pedals, Duryea saddle, used three weeks, run 25 miles, cost \$170, sell for \$140, cash. Reason for selling, too large for owner.

H. E. MICKEY, Box 253, Fostoria, Onio.

WANTED—Some one to take my place so I can attend the great meet at Springfield, in September. Address OFFICE, WACO, TEXAS.

FOR SALE—Victor Rotary Tricycle, 1883 pattern, good as new, run less than 10 miles, two lamps, bell and tool bag, ball bearings, enamel and nickel finish, will sell for \$110.

E. H. LINDSEY, MANSFIELD, OHIO.

FOR SALE—One 52-inch American Rudge Bicycle, new; balls to both wheels, and bent handle bars; half nickel and painted; will sell for \$104, cash; too small for present owner. HARRY H. BROWN, WAPPINGERS FALLS, N. Y.

#### ZACHARIAS & SMITH,



Newark, N. J.

Bicycles and Tricycles Of all leading makes.

Tool Bags-Luggage Carriers Of our own make.

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#### AND ARCHERY AND TENNIS NEWS.

Official Gazette, League of American Wheelmen.

Official Organ, National Association of Amateur Athletes.

Official Organ, National Tennis Association.

Official Organ, National Archery Association.

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THE POPE MFG. CO. would respectfully announce that after long and careful experiments with five different speed and power tricycle attachments in different forms, they have completed one which seems to them satisfactory, and have it ready in sufficient numbers to supply it on their new machines, and to any Columbia Tricycle.

### THE COLUMBIA POWER-GEAR

Is of simple construction; is applied to the crank-shaft; is operated by a handle, easily accessible, at the left hand of the rider as he sits on the tricycle; is certain and effective in its operation; reduces the speed, and so increases the power for hill climbing about one-third, and is made of the finest material, and with the finest workmanship, and so as to avoid all unnecessary added friction by its use.

The COLUMBIA POWER-GEAR will be applied to any Columbia Tricycle, at our factory at Hartford, Conn., for \$25.00.

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WITHOUT A PEER. SECOND TO NONE.

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Springfield, Mass.

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MANUFACTURER OF THE

### → LEAGUE \* BICYCLE \* BUGLE \*

AND BAND INSTRUMENTS,

#### SPRINGFIELD, MASS.



Cut of the Bugle won at the Springfield Meet, September 18, 19, and 20, 1883, by the Connecticut Club of Hartford, Conn.

#### PRICE LIST:

No. 1.	Bicycle Bugle, in brass,	\$12.00
No. 2.	Bicycle Bugle, silver plated, satin finish	
	and engraved,	1 5.00
No. 3.	Bicycle Bugle, silver plated, burnished	
	and engraved,	16.50
No. 4.	Bicycle Bugle, gold and silver plated,	
	satin finish and engraved,	17.50
No. 5.	Bicycle Bugle, gold and silver plated,	
	burnished and engraved,	20.00
No. 6.	Gold plated, finely engraved, with pre-	
	cious stones (same as cut),	75.00

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SPRINGFIELD, MASS.

By Official Appointment the Headquarters of the League of American Wheelmen and the Cyclists' Touring Club of England.

Only a few steps above the Depot. Accommodations first-class in every respect. House is new, and all the furniture new, neat, and clean.

The patronage of visiting wheelmen and the public generally is respectfully solicited.

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MANUFACTURER OF

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BADGES,

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FRINGE,

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BULLION EMBROIDERY.

Odd Fellows' Hall,

SPRINGFIELD, MASS.

### BICYCLE CLUBS, ATTENTION!

THE

We are prepared to make arrangements with any Bicycle Clubs giving Tournaments or Meets in the United States, for the issue of our Score Cards. We will pay liberally for privi-leges. We have furnished Cards at the following places:—

Springfield Tournament, September 18-20, 1883. New Haven Tournament, October 10, 1883.

We have contracts for the following places: League Meet, Washington, D. C., May 20. Yale Meet, New Haven, May 28. Philadelphia, June 17, 18, and 19.

We issue a free Programme giving the records of all the

distances, from one mile up.

Special inducements to agents and dealers in Bicycle Goods to advertise in our free Programme.

Correspondence respectfully solicited.

HENRY GOODMAN & BRO.

No. 462 MAIN STREET,

HARTFORD, CONN.

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The Rudge Roadster and Racer.

The Sanspareil Roadster and Raeer.

The American Club.

The British Challenge.

The Royal Challenge.

#### The Victor Tricycle.

A number of new Bicycles on hand, for sale cheap for cash.

#### THE SPRINGFIELD BICYCLE AGENCY.

C. E. WHIPPLE, Manager,

SPRINGFIELD, MASS. No. 329 Main Street,

# THOMAS BURGIN & SONS, TENT AND AWNING MAKERS,

14 Bliss Street, Springfield, Mass.

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We furnished all of the Tents used at the Springfield Tournament

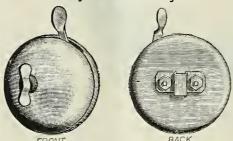
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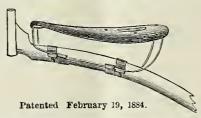
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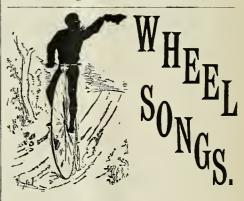
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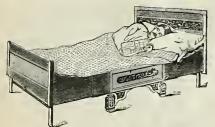
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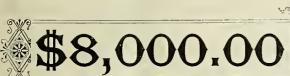
# BICYCLE \* TOURNAMENT!

OF THE

# SPRINGFIELD BICYCLE CLUB,

HAMPDEN PARK,

SPRINGFIELD, MASS., SEPT. 16, 17, 18 & 19, 1884.





IN PRIZES.



&LIST OF RACES.☆-

FIRST DAY, SEPT. 16.

-34 €€-

SECOND DAY, SEPT. 17.

EVENT.	CONDITIONS.		IST PRIZE.	2D PRIZE.	3D PRIZE.	EVENT.	CONDITIONS.		IST PRIZE.	2D PRIZE.	3D PRIZE.
1-1-Mile Professional,.	Handicap	Bicycle	Cash, \$50.00	Cash, \$30.00	Cash, \$20.00	110-Mile Professional,	Open	Bicycle	C'sh,\$250.00	C'sh,\$150.00	C'sh,\$100.00
2-10-Mile Amateur,	Open	Bicycle	Spri'f'd Cup	Value, 90.00	Value, 60.00	2-2-Mile Amateur,	Open	Bicycle	Value, 62.50	Value, 37.50	Value, 30.00
3-1-Mile Amateur,	3:20 Class	Bicycle	Value, 50.00	Value, 30.00	Value, 20.00	3- 1-Mile Amateur,	Without Hands.	Bicycle	Value, 50.00	Value, 30.00	Value, 20.00
4-2-Mile Amateur,	Open	Tricycle	Value, 62.50	Value, 37.50	Value, 25.00	4-3-Mile Amateur,	Class, 9:50	Bicycle	Value, 75.00	Value, 45.00	Value, 30.00
5-3-Mile Amateur,	Open	Tandem	Value, 75.00	Value, 45.00	Value, 30.00	5-5-Mile Amateur,	Open	Tricycle	Vic'rTri'cle	Value, 60.00	Value, 40.00
						6-1-Mile Amateur,					
7-3-Mile Professional,.	Open	Bicycle	Cash, 75.00	Cash, 45.00	Cash, 30.00	7-r-Mile Professional,.	Open	Bicycle	Cash, 50.00	Cash, 30.00	Cash, 20.00
8-3-Mile Amateur,	Tug of War	Bicycle	Value, 75.00	Value, 45.00	Value, 30.00	8-5-Mile Amateur,	Record *	Bicycle	Spri'f'd Cup	Value, 60.00	Value, 40.00
9-2-Mile Amateur,	Class 6:25	Bicycle	Value, 62.50	Value, 37.50	Value, 25.00	9-2-Mile Amateur,	Open	Tandem	Value, 75.00	Value, 50.00	• • • • • • •

#### THIRD DAY, SEPT. 18.

-3×€-

#### FOURTH DAY, SEPT. 19.

EVENT.	CONDITIONS.		IST PRIZE.	2D PRIZE.	3D PRIZE.	E	VENT.	CONDITIONS.		IST PRIZE.	2D PRIZE.	3D PRIZE.
1- 3-Mile Professional,.	Record *	Bicycle	Cash, \$75.00	Cash, \$45.00	Cash, \$30.00	1-5-Mile	Amateur,	Open	Bicycle	Spri'f'd Cup	Value, \$60.00	Value,\$40.00
2-1-Mile Amateur,	Class, 1:40	Bicycle	Value, 25.00	Value, 15.00	Value, 10.00	2- 5-Mile	Professional,.	Open	Bicycle	Cash, 100.00	Cash, 60.00	Cash, 40.00
3-r-Mile Amateur,	Ride and Run	Bicycle	Value, 50.00	Value, 30.00	Value, 20.00	3-1-Mile	Amateur,	Class, 1:32	Bicycle	Value, 25.00	Value, 15.00	Value, 10.00
4-5-Mile Amateur,	Class, 16:40	Bicycle	Value, 100.00	Value, 60.0	Value, 40.00	4-r-Mile	Amateur,	Tug of War	Bicycle	Value, 50.00	Value, 30.00	Value, 20.00
5-5-Mile Professional,.	Open	Bicycle	Cash, 100.00	Cash, 60.00	Cash, 40.00	5-3-Mile	Amateur,	Record *	Bicycle	‡ Lord Rifle	‡H'nt'r's Pet	‡Bicy'leRifle
6-1-Mile Amateur,	Open	Tandem	Value, 60.00	Value, 40.00		6-5-Mile	Professional,.	Record *	Bicycle	Cash, 100.00	Cash, 60.00	Cash, 40.00
7-10-Mile Amateur,	Record *	Bicycle	Spri'f'd Cup	Value, 90.00	Value, 60.00	7-3-Mile	Amateur,	Open	Tricycle	Value, 75.00	Value, 45.00	Value, 30.00
8-1-Mile Amateur,	Open	Tricycle	Value, 50.00	Value, 30.00	Value, 20.00	8-3-Mile	Amateur,	Open	Bicycle	Value, 75.00	Value, 45.00	Value, 30.00
9-1-Mile Amateur,	Open	Bicycle	Value, 50.00	Value, 30.00	Value, 20.00	9-1-Mile	Amateur,	Consolation	Bicycle	Value, 50.00	Value, 25.00	Value, 20.00
											4TH PRIZE.	5TH PRIZE.
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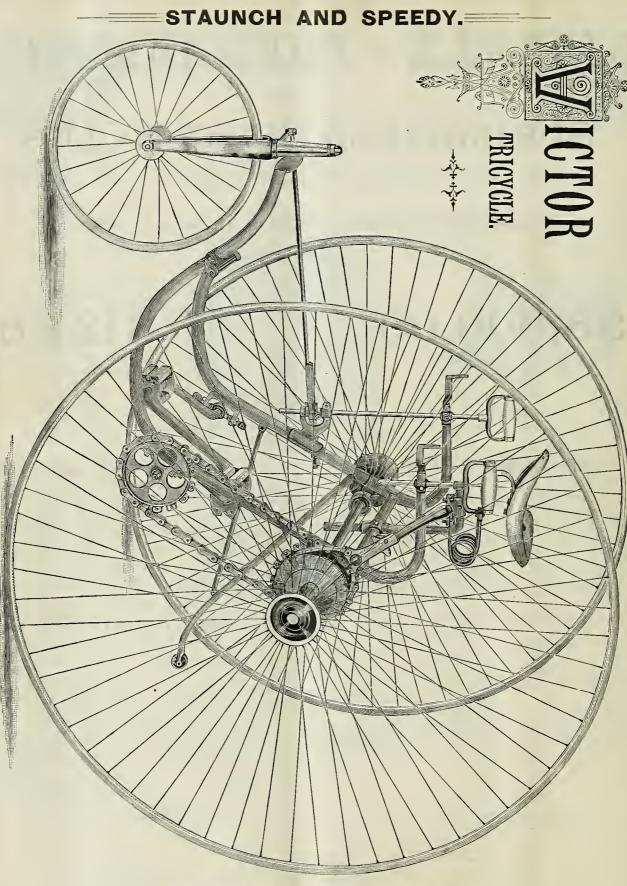
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" 3 and 5-mile events 3.00 " "	Ten-mile events 10.00 " "
" to mile events	

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IN '83, '84.

THE SPRINGFIELD WHEELMER'S GAZETTE.

# PRINGRIE A.JOURDAL. OF CYCLING

Vol. II.-No. 5.

SPRINGFIELD, MASS., SEPTEMBER, 1884.

PRICE 5 CENTS.

### IT IS ON BACK PAGE.



ON THE ROAD.

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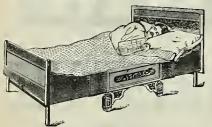
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MEET

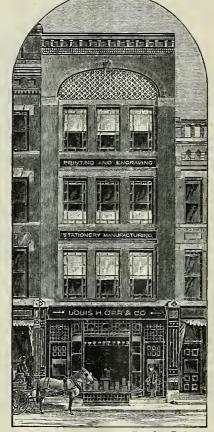
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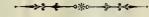
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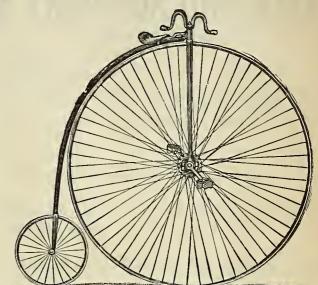
Burnham won Five-Mile Amateur.

Powell won Two-Mile Philadelphia Championship.

Prince won Five-Mile Professional, lowering the record.

Prince won Ten-Mile Professional, lowering the record.

Prince won Ten-Mile vs. the trotting horse "Seotland."

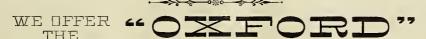


Received much commendation for its rigidity, fine fittings and finish. We invite inspection.

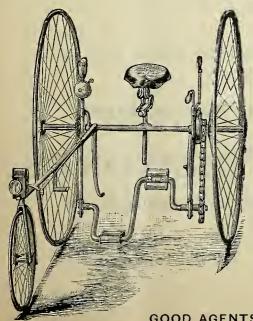
Five-Mile Amateur Championship of England, won on Saturday, June 28, 1884, by R. Chambers, on a "ROYAL MAIL."

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A JOURNAL OF CYCLING. PUBLISHED MONTHLY.

Vol. II.—No. 5.

SPRINGFIELD, MASS., SEPTEMBER, 1884.

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### BELLS ON BICYCLES.

Not long since we noticed in the New York *Times* a complaint against bicycle riders, because they do not carry bells or some other means of signaling pedestrians. The *Union* of this city has uttered a similar complaint in these words:—

There are very few people now who question the right of the bicycle or tricycle to the streets the same as any other wheeled vehicle. People who do not know how to ride the bicycle take real pleasure in watching the swift gliding wheel as it passes along the street with apparently very little effort on the part of the rider. There is one thing about bicycle riding, however, that sooner or later will be regulated by law, for it is already plainly apparent that all bicycle riders should be required to give notice of their approach to street crossings. A bicycle does not make any more noise than a sleigh in winter, and yet the law requires that there shall be bells upon a sleigh or on the horse attached to it, to warn people that it is coming, and parties using a sleigh without complying with the statute are liable to be fined for doing so. The bicycle moves swiftly through the streets, and hardly a day passes that some pedestrian does not have a narrow escape from being run down with one. This is more especially the case on Main street in the evening when there are a good many riders and pedestrians abroad. It is not to be supposed for a moment that any bicycle rider would willfully run against a pedestrian, and if he should do so the danger of injury to the rider would be as great as to the person on foot. There can be no disputing the fact, however, that as a bicycle is entitled to all the rights of the road that are accorded other vehicles it should be made to comply with the same requirements.

We have no doubt that riders of the bicycle or tricycle will be ready to do in this respect whatever the public may desire. In some cities, bells are required, in others, not. In this city it was the custom for a while to ring the bell or to blow the whistle, but as many people complained of the bells as now complain of the want of them, and the custom was dropped. Many bicycles are still supplied with bells and wheelmen only want to know what is wanted of them. Many people have said that they prefer to be spoken to rather than be belled or whistled at, and, as far as our observation goes, this is generally satisfactory. If the human voice is not more capable of giving a warning in a polite and pleasant manner than a brass bell or a silver whistle we may as well grow brass cheeks and iron tongues and ring instead of speak.

There is a polite way of speaking to a pedestrian and there is an impolite way, and when the caution is given politely we think the sound is vastly more pleasing than the bell's sudden clatter. A foot passenger will perhaps resent it, if a wheel-

man shouts "Look out!" but if he adds one little syllable that is very easy to utter and says, "Look out, please!" it makes all the difference in the world. Besides, the voice is capable of more intelligible use than the bell. Sometimes a wheelman will meet a pedestrian who is in doubt which way to go to avoid a collision. If a bell is rung, he (or more likely she) is only the more bewildered and very probably goes just where the wheelman intended to go. If the latter speaks kindly, "To the right, please," or gives some other polite direction, confidence is at once restored, and the bell couldn't do as well as that.

Now that people have become familiar with the bicycle, we hear fewer complaints than formerly, and there are no more collisions with bicycles than with horses and carriages. The wheelman dreads a collision as much as anybody. Ten chances to one, if he runs down a foot passenger, he will be the greater sufferer. If the bell or the whistle would prevent accidents better than the voice, he would willingly adopt one or the other. But the experience of riders shows that a caution politely spoken is much better received than, and fully as efficacious as, the rattle of a bell or the blast of the whistle.

#### MORE ABOUT COSTUMES.

Since our remarks, last month, about the decency of costumes requested of those who enter the races at our September tournament, an event has occurred which shows the delicacy of feeling which exists in the bosoms of the American people regarding this very subject. Out in Illinois, the people have become incensed at the display on the part of certain progressive young women, of that beautiful and childlike style of dress, known at the East, for some years, as the Mother Hubbard, but which, with an agony of regret, we believe to be fast going out of fashion, except for children. The authorities of several rural Illinois communities have issued edicts forbidding women to appear in the Mother Hubbard costume on penalty of being lodged in jail; arrests have been made, and, in one town, a woman who persisted in sporting the obnoxious fashion, was actually incarcerated. We thought we were pretty puritanical in New England, but Illinois fairly holds over us. It is difficult for us, who have been so long accustomed to the Mother Hubbard style, to understand how the dress can be regarded as indecent, or anything more than ridiculous. But the Illinois folks seem to have remembered that the historical cupboard of Mother Hubbard was bare, and inferred that the dress put the wearer in the same disreputable condition. Of course, we civilized people of New England know better, and cannot help sympathizing with the women of Illinois who consider their tastes and their rights terribly outraged.

We refer to this matter merely to show that the American people, even in the rural and unenlightened districts of Illinois, are sensitive regarding the matter of dress in public. We have called attention to the fact that the thousands of people who will attend the September tournament, will expect to see the wheelmen who enter the races appear as gentlemen should in the presence of ladies, and we reiterate our wish that they may not be disappointed. At some of the tournaments this year, less care has been used in this regard than is desirable, but we fully expect to sustain the well-earned reputation of the Springfield tournaments in this important matter.

#### COLONEL HIGGINSON ON A TRICYCLE.

Col. T. W. Higginson, of Cambridge, has a good many untrue things said about him, which he does not take the pains to correct; but not long since he was reported as having been seriously injured by being thrown from a tricycle. This is too much for him, and he makes the following correction:—

I must really disavow, for the sake of a safe and healthful exercise, the charge of having been "seriously injured by being thrown from a tricycle." There is a well-known story of a pupil of Cuvier's, who defined a crab as a red fish that walked backwards. The courteous preceptor explained that there were certain defects in the deposition: that the crab was not a fish, was not red, and did not walk backwards. "In other respects, monsieur," he said, "your description is perfectly correct." So the defects in the above statement are that I was not severely injured, and that the moderate bruise which kept me in the house for a few days was not caused by being thrown from a tricycle. "In other respects," as Cuvier would say, the above statement is correct.

It may be well, however, to take this opportunity to advise those who ride the "Coventry rotary" tricycle—the best of all these machines, so far as I have tried—that it is well to dispense with a certain "rest" for the right foot, which is placed inconveniently near the foot itself, so that a heedless motion of the leg at starting may easily bring one in unpleasant contact with a sharp iron edge. I have now had this "rest" taken off my machine, and can ride with a pleasant sense of security. The object of the "rest" is to support the foot in going down hill, but there is a side bar upon which the leg can be just as well placed.

#### DOWN MT. WASHINGTON ON BICYCLES.

Three St. Louis bicyclists, C. F. A. Beckers, John S. Rogers, and Arthur Young, on Thursday, July 31, safely coasted down Mt. Washington on ordinary bicycles. The feat has been accomplished before on the tricycle and on safety bicycles, but not on the ordinary crank machines. At about 9 o'clock Thursday morning they jumped on their wheels, and encouraged by assurances from the people who witnessed the start that they would never reach the bottom alive, started on their perilous ride. The roads, from the previous heavy rains, were very soft and wet. Less than a hundred yards from the start they struck an unusually soft place, resulting in a grand header for all three. They soon, however, regained their saddles by taking the "pedal mount." The pedal mount, and at the same time throwing the legs over the handle-bars, is the only safe way to mount a machine on a steep down grade. They quickly got both legs over the handle-bars, and, leaning far back, "let her go." The double-brake levers were

found to be of great service in resting the hands; for, being applied together, but little power was required to keep the brake pressed to the tire. For the first mile they kept well together, but then Beckers began to gain on the others, and in another mile was entirely lost sight of. A number of headers had by this time been taken by each of the riders, but none proved of consequence, except a fall received by Rogers, while trying to coast a foot deep washout across the road, when the wheel struck him on the head. The wheel also received some damage; so that quite a long stop was necessary to repair it. Young and Rogers did not mind this much, however, for they felt confident that Beckers would take good care of the record. Soon after they started again they began to find, strewn along the road, novels, comb and brushes, ties, scarf pins, mountain souvenirs, etc., and at the curve at the halfway house flew by the "M. I. P." bag belonging on Beckers's machine. They were, of course, very much frightened at this, for they thought that perhaps he had jumped off the cliff. It was found out afterward, however, that Beckers's bag had become open without his knowledge, and finally dropped down into the bicycle wheel, but with no more serious result than a header for the rider. After leaving the half-way house the rest of the distance was accomplished with ease, as compared with the road they had to ride over for the first five or six miles. In many of the steepest places the road was very narrow, not more than eight feet in width, with a yawning chasm or ravine on one side to heighten the pleasure of the ride. They, however, finally all arrived safely at the Glen House, where they found gathered a large crowd anxiously waiting for them. Betting had been heavy that they would not come down alive. Beckers made the descent in exactly forty-nine minutes to the base, and fifty-one minutes to the Glen House. The others did not hurry, and came down in one hour and fourteen minutes. The feat is certainly one of the most remarkable ever accomplished on the bicycle, and it is not likely there will be many imitators. A count of the headers taken shows that Beckers received seven, Young ten, and Rogers fourteen.

### FOOLHARDY FEATS.

In our desire that the interests of the wheel should be delivered from severe and undue criticism, we wish to utter a word of caution against reckless and foolhardy riding of every kind. We have heretofore insisted that wheelmen should not overexert themselves in long runs and muscle straining and heart-endangering attempts to beat records. There are men who have the physical stamina to endure almost any strain, but there are many wheelmen whose courage and pluck are better than their strength, and they should constantly be on their guard against overtaxing their powers. Nothing would tend more to make the wheel unpopular in the community than for some bright young man to use himself up and become an invalid for life, or go to an early grave, because of his foolish overexertion in riding.

But there are other ways in which wheelmen may do foolish things and endanger the good reputation of the fraternity. It is a very pretty thing to tell your friends that you have ridden over the stringers of an unfinished bridge, or along the narrow top of a high wall, or between two railroad tracks when trains were approaching from both directions, climbed impossible hills, and coasted

down dangerous declivities, and performed sundry other useless and foolhardy feats of this kind. But the glory one gets from such efforts only lasts as long as the shivers are running down your friends' backs. A case in point is reported in the London Cyclist as follows:—

A man of the name of Oldroyd, in a spirit of fun, tried how close to the edge of the Battery pier, Douglas, he could ride. He went too close, and, either becoming dizzy or failing in the exact manipulation of his machine, ran over the edge, and falling down on the sharp rocks below, a distance of about thirty feet, was picked up insensible, and in less than half an hour died at the Isle of Man Hospital. We are told that he was the eldest of a family of eleven, which makes it all the more deplorable. This is an instance in which pluck is exceeded and becomes foolish temerity.

Such things seem brave, but they are more foolish than brave, and ought to be everywhere discountenanced. The public will form a verdict in their minds that wheeling is dangerous business, without stopping to remember that such feats are the exception rather than the rule.

Even base ball, which ought not to be regarded as a dangerous game, has of late been the subject of much adverse criticism in the newspapers, because so many players have been disabled. Both of the crack pitchers of the champion Boston league nine broke down a while ago, and the club suffered much in consequence. The proposed introduction of the spring bat will make the game more dangerous than ever for the in-field players. One of our exchanges says:—

There are many signs that the American ball players, in their love of excitement and their rivalry, have made the national game too severe for any but the toughest and most reckless professionals, and there must be a reaction if the game is to maintain its general popularity.

We don't want the same criticism to be launched against the wheel. If professionals and crack amateurs do "big things," let them have the glory of them. But let the ordinary wheelman save his strength and increase it by judicious riding, and not seek glory by any dangerous feats that may imperil his health or his life.

#### A GROWING EVIL.

That the practice of pool-selling and bookmaking is getting to be the main feature of horse races, fairs, etc., no one can deny, and we are sorry to say this same element is working its way into the bicycular ranks. At the Philadelphia tournament, according to the Boston Globe, betting was carried on unrestricted. This is a shame and slur on bicycling, and if justice should be meted out to those tournaments which permit pool-selling, we should hope that one and all would meet the fate of the Quaker City tournament, financially. The Springfield Bicycle Club tournament of 1883 was a failure financially; but we feel proud of the fact that we refused \$3,000 for the privilege of selling pools (which would have made us whole), and our conscience is easy, while our pocket is light. We hope that the time will never come when we shall be so tempted by a few glittering dollars as to sell our honor, or to be one to lower the standard of bicycling. The racing board should forbid it, and all of our racing men should leave the track of any club openly permitting gambling of any kind. The Boston Globe sounds the key-note of warning, and says:-

Fortunately public betting does not as yet prevail to any great extent at the amateur bicycle races in this country; but in England it has for a long time been extensively carried on, and has now reached such a point as considerably to affect the tone of the sport. In some parts of the country, indeed, amateur races have come to be looked upon by the general

public with as much distrust as most of the professional races are held in America. The arrival of the betting book is greatly regretted by the higher class of amateur riders, and although they have, together with the assistance of the cycling press, endeavored to check the growing evil, they have met with but little success. With the increased interest taken in the sport in this country, and the greater number of races that are being held every year, it is not unlikely that before long we may be as badly affected as our cousins across the water are, unless a determined effort is made to check its growth. It will, of course, be exceedingly difficult to do this, as the practice has already secured a foothold here. Something might be gained, however, if pool-selling or book-making be forbidden on the grounds at an amateur race meeting. The League of American Wheelmen should have a clause in its racing rules to that effect. At the tournament held at Springfield last September, the Springfield Bicycle Club recognized the injury likely to result to the sport from book-making, and refused large sums offered for the privilege of selling pools on the grounds. At the recent Philadelphia tournament, however, betting was carried on unrestricted.

When betting takes the form of pool-selling or book-making, it is the curse of amateur sport, for a so-called amateur who rides in the interest of betting may at any moment be sorely tempted to lose a race instead of winning it, as the former course is always the more easily insured. Much has of late been said regarding the employes of the different makes of machines competing in races as amateurs, but they do not do half as much harm to the sport as betting does, for these paid amateurs always ride a race to win, and the public does not see the seamy side as it would were the all-powerful inducement of "odds on" held out successfully to a rider with a grand chance in any given handicap.

THE SPRINGFIELD WHEELMEN'S GAZETTE for August contains thirty-six pages. Seventeen and two-thirds pages of advertisements, eighteen and one-third pages of reading matter, and we had nearly six pages which we left out. We fail to see how any live paper would be called upon to insert the following in its columns:—

"The summer months are usually the dullest of the year as far as news is concerned, and we trust our correspondents at a distance will hunt around and drive some into the editor's letter box,"—The Wheel.

Few papers can boast of the popularity that The GAZETTE enjoys. It is sought after in all quarters, and we mean to improve with age. We have completed arrangements with Mr. J. Wallace Diss, of San Francisco, to take charge of the Pacific coast items. Canada, England, New Zealand, and the West are to be represented by the best we can find. We have started in to beat the record on cycling papers, and our readers may rest assured that they will have a first-class paper in The Springfield Wheelmen's GAZETTE.

#### THE POETRY OF IT.

### C. R. D. IN "A SHADOW LOVE."

To you, non-cycling readers, these words recall no sunny memories of trips a-wheel. Do you know how many volumes of poetry and prose are contained in the thought? Do you know what is meant by the society of this modern Atalanta, this graceful, fleet-footed, splendid companion, even ready for a romp out into the purer air and brighter sunshine of the world of nature? There is sentiment in a sunrise, but brick walls and a smoke-laden atmosphere are so unpoetical. Spring into the saddle; seize the bridle of this magic steed which flies while you are mounting-take a long breath and look around you. Presto, change! the brick walls have vanished into thin air; lovely landscapes sweep away in every direction; the road winds in and out, and up and down, beside green meadows, and skirting dark old forests, or falling into quiet vales, with new surprises at every turn. And then the struggle to reach the hill-top, the victory, and the glorious sunrise bursting into the splendor of a new day, like a heavenly inspiration.

#### THE NEW HAVEN MEET.

Fifth annual races of the New Haven Bicycle Club at Hamilton Park, New Haven, Conn., on Tuesday and Wednesday, September 23 and 24, 1884. Prizes to the value of \$1,000.

#### GENERAL PROGRAMME.

Tuesday, 2 P. M.—Races at Hamilton Park.
Wednesday, 10 A. M.—Parade through principal
streets.

Wednesday, 2 P. M.—Races at Hamilton Park. Wednesday, 8 P. M.—Fancy riding and club drills at Dwight street skating rink.

#### PROGRAMME OF RACES.

Tuesday—One-mile novices' race; two-mile club championship; one-mile scratch race; five-mile tricycle; one-mile boys' race, 50-inch wheels and under; five-mile handicap; one-mile 3.20 class; ten-mile scratch race; two-mile handicap.

Wednesday — Three-mile state championship; five-mile scratch race; one-mile tricycle; three-mile handicap; twenty-mile scratch; one-mile consolation.

Wednesday Evening—No. 1, entree N. H. Bi. Club; No. 2, competitive club drills; No. 3, competitive fancy riding (amateur); No. 4, competitive fancy riding, Burt Pressy and Fred Lester; No. 5, presentation of prizes.

Admission—Single ticket to park, 50 cents; single ticket to rink, 50 cents; season ticket, \$1.00.

Entries—One dollar to each event, to be returned to all riders finishing races, and those prevented from finishing by accident or injury. Entries to be sent to Theo. H. Macdonald, box 1135, New Haven, Conn. Entry list closes Saturday, September 20, at 8 P. M. All competitors will receive season ticket free. Entry fee must accompany application as a guarantee of good faith.

Special Prize—We will present to the visiting club having the largest number of riders in line in our parade a silver cup.

Record Medals—Record medals will be given to all riders who succeed in lowering best American record in winning any race.

Special Record Medals—Specially fine record medals will be presented to the winners of the one, five, ten, and twenty-mile scratch races, provided the one-mile record is lowered, the five miles made in 15 minutes or less, the ten miles in 30 minutes or less, and the twenty miles in one hour or less.

Score Cards—Official score cards will be furnished by Henry Goodman & Bro., of Hartford.

Music—The American (2d Reg't) band of New Haven will be in attendance both days.

#### MANAGEMENT.

General Manager and Starter—F. H. Benton. Clerk of the Course—Wm. H. Hale; assistant, N. P. Tyler, M. D.

Scorer-T. H. Macdonald.

Judges—Charles Richards Dodge, Capital Bicycle Club, Washington, D. C.; A. L. Fennessy, treasurer Springfield Bicycle Club, Springfield, Mass.; Dr. T. S. Rust, captain Meriden Wheel Club, Meriden, Ct.

Time Keepers-J. De S. Brown, F. A. Jackson, E. D. Hendee.

Referee—Dr. N. M. Beckwith, President L. A. W.

### COMMITTEES.

Executive—Captain F. H. Benton, Lieutenant W. H. Hale, Secretary T. H. Macdonald, Bugler W. H. Thomas, Standard Bearer W. M. Frisbie.

Management and Prizes—F. H. Benton, chairman.

Tickets—Wm. II. Thomas, chairman.

Entries—T. H. Macdonald, chairman.

Printing and Advertising—Wm. H. Hale, chairman.

Park and Privileges—Wm. M. Frisbie, chairman. Communications—All letters should be addressed to the committees, P. O. box No. 1135, to which each member has a key.

The Park-Hamilton Park track is a nearly regular parallelogram with rounded ends, slightly raised at the turns, fenced on both sides, and measures, eighteen inches from the inner fence, 2,6.40.79 feet, or nine inches over a half mile. The track was originally built for trotting, but proving so long on a three foot measurement (2,646 1-2 feet), and the turns being so short, it has always been unpopular for trotting and lately but little used for that purpose. The surface of the track is a mixture of clay and loam with a thin topdressing of coarse sand, forming a race course that is perfectly smooth and entirely free from that clinging that is the peculiarity of clay and asphalt tracks. There is a slight down grade on the back stretch, and the consequent up grade is distributed between the home stretch and the two turns. The grand stand and the judges' pavilion afford a perfect and uninterrupted view of the whole course. Enthusiastic admirers of the cinder path will find here its equal in every respect.

Fancy Riding—The celebrated fancy riders, Profs. D. J. Canary, Burt Pressy, and Sewell and Armaindo, will enliven the evening at the Dwight street skating rink, by their wonderful skill and difficult movements.

Transportation—You can reach New Haven by any of the following railroads or steamboat lines:

Railroads—New York, New Haven & Hartford, New York & Boston Air Line, New York & Boston Shore Line, New Haven & Northampton, New Haven, Derby & Ansonia.

Steamboats—New York & New Haven Line, Starin's Transportation Line.

Hotels—The principal hotels and their locations are as follows: New Haven House, corner Chapel and College streets; Grand Union Hotel, Chapel street, opposite Yale College; Elliott House, corner Chapel and Olive streets; Austin House, corner State and George streets; Tontine Hotel, corner Church and Court streets; Tremont House, corner Orange and Court streets; Selden House, 438 and 440 State street.

Restaurants—The principal restaurants are as follows: G. S. Barkentin, corner Chapel and Temple streets; J. Deibel, Chapel street; A. C. Traeger, 72 and 74 Center street; Sam Mann, 67 Orange street; Athenæum Dining Rooms, Center street; Park Restaurant, Chapel street.

Club Headquarters—The New Haven Bicycle Club room is at 708 Chapel street, Masonic building, room 7.

#### CONN. BICYCLE CLUB.

FIRST ANNUAL MEET, SEPT. 9.

HARTFORD, CONN., August 16, 1884.

Editor Springfield Wheelmen's Gazette:—

Of course there are but two absorbing topics agitating the minds of Hartford bicyclists just now,—the coming tournament of the Connecticut Club at Charter Oak Park, September 9, and the great four days' meet at Springfield. The enthusiastic interest taken in these events is by no means confined to the members of the Connecticut Club, but is participated in by all of our local wheel-

mea, and extends to our citizens generally, who will undoubtedly turn out *en masse* on the day of the Connecticuts' meet; and, judging from present indications, there will be a general emigration from these | arts to Massachusetts, September 16.

Although the Connecticut Club has been in existence nearly five years, up to the present time it has held only local race meetings, and, beyond sending good delegations to various meets and assemblies held in other cities (of course its taking two first prizes for "attendance" and "best appearance" at Springfield last year should not be forgotten), it has done very little to attract general attention outside of Hartford. But its members have gradually grown enthusiastic on the subject of racing, and a first-class race meeting would work wonders in Hartford in the way of promoting general interest in cycling, and you will see by the list of races, and the variety and value of the prizes to be distributed, at the coming meeting, that the Connecticut boys propose to conduct their first affair of the kind on a very liberal scale. Several additions have been made to the list of prizes already published in THE GAZETTE, which will bring the value up to about \$1,000, which is certainly a large amount to be awarded in one day. The entries already received could hardly be more gratifying, and include some of the most famous names known in the annals of amateur cycling. Hendee, Burnham, Frazier, Dolph, Hamilton, and other flyers have given positive assurance of their appearance here, which alone guarantees brilliant contests. Every racing man who has been "interviewed" by our representatives seems to be going into the September tournaments with a determination to win every time if possible; and I think that the belief which prevailed quite extensively last year that certain men were on the path principally to exhibit the products of several bicycle manufacturers, without the requisite amount of personal ambition which can alone spur a man to do his utmost, will find fewer adherents this year; and this fall's races, if any, will settle the question of superiority between several men, who, up to the present time, have been so evenly matched as to leave the question a decidedly open one, and I venture to predict that before the first of October next we shall witness some wonderful contests and astonishing record breaking, and we hope to see some of it done in Hartford.

Our entry list is filling rapidly. If the entrance fees for the 3.20 class alone continue long to come in at the present rate, they will do much to insure the whole enterprise against possible financial loss; and if some of the 3.20 boys don't back out before the great day arrives, we may have to add a day or two to our meeting in order to give all of them a fair chance at the gold medal. The twomile tricycle event promises to be of more than ordinary interest, from the fact that the two principal contestants have long awaited an opportunity to get at each other, and between whom the spirit of friendly rivalry is of the most "intense" variety. Of the half-mile for boys under sixteen, it may be said that we have good reasons for knowing that many a fond parent will witness the contest from the grand stand with much anxiety for family glory, as well as for the personal safety of the contestants. The interest in the one-mile, for members of the Connecticut Club only, will of course be largely local, and several of our races will exhibit what we hope will be a very creditable show of "home talent." Some of those "dark

horses" alluded to by "J. E. Y." in his July letter to THE GAZETTE are progressing finely, and the mysterious air of secrecy which envelopes them when they return from the track in the evening implies a suspicion that unheard-of things are in existence, the nature of which will be revealed only on the day of the tournament, in the presence of the dignified judges and admiring spectators. Men who formerly amply satisfied their desire for "time" by consulting the City Hall clock once or twice a week, have suddenly developed a habit of wearing chronograph watches, and the wildest rumors are afloat as to how this one has done that, and that one has done this, and if our meet were to occur at a later date than September 9 a score or more of individuals would in all probability literally explode with suppressed enthusiasm before the day

In connection with the five-mile open race, I learn that Frazier has taken a great fancy to that "elegant Colt's double-barreled shot-gun, finished to order for this occasion," from which it may be inferred that somebody will have to get pretty "tired" in order to succeed in the humane attempt of saving the small game down Jersey way from the death-dealing effects of one of the deadliest weapons ever invented. Our tug-of-war race has three prizes to be struggled for, and, as the home club proposes to compete, let me say in a friendly way that it may be well for you to send down your best team; I hope that my philanthropy won't render me liable to a charge of disloyalty towards my own club, but I feel that we, individually and collectively, owe a large debt to the Springfield Club for the glorious time we had in your city last year, and if the above "steerer" shall prove in any way beneficial, I shall feel that I have only done my duty in discharging a portion of my own indebtedness. The remaining races on our programme, as well as those I have noted, promise to be of rare interest, and an additional attraction will be the fancy riding of Prof. Canary, whose seemingly impossible feats were so enthusiastically witnessed at our entertainment last winter; and I learn that the professor has lately added to his repertoire several new exploits on the unicycle, which surpass anything he has before accomplished. Could the author of the Hans Breitmann ballads, years ago, have been visited by a prophetic vision of Canary on his unicycle when he wrote about that famous "Philosopede"?-

"—— one of der pulliest kind,
Dot vent midoudt a vheel in vront,
Undt hadn't none pehind;
One vheel vas in der mittle dhough,
Undt dot vent sure as ecks,
Undt Breitmann sthraddlet der axeldhree
Mit der vheel petween his lecks."

Now a word more about the Connecticut Bicvcle Club: It was organized in 1879, and each succeeding year of its existence has shown increasing interest and prosperity; its members have always been thoroughly united in their efforts to promote its welfare, and its meetings have been marked by harmonious action and general good-fellowship; and the good result of this dwelling together in peace and good will is shown in the present flourishing condition of the club, and the good reputation it sustains as one of the representative clubs of the country. You will find its club rooms pleasantly situated near the sky, in the top story of the Hartford Fire Insurance Company's building on Trumbull street; they are commodious and amply furnished, and were it not for the long

climbing process necessary to reach them, they would be all that could be desired. In prominent places you will find the bugle and clock presented by the Springfield Club last year, and among the numerous periodicals to which the club subscribes will be found The Springfield Wheelmen's Gazette, and thus far we have found the new volume of The Gazette very interesting, and think it is to be congratulated upon its general handsome appearance, and particularly upon its freedom from typographical errors and evidences of careless proof reading, which seem to be the sole distinguishing characteristics of several bicycling publications.

If our coming tournament proves a great success financially, we shall probably do something towards erecting a club-house very soon. The matter has been under discussion for some time, and it has been decided that with a trifle more "balance on hand" the project would be feasible; and when you come down to our second annual race meeting, it is possible that you may find us safely housed in a comfortable building of our own. The proposed site for the same, which has been looked upon with much favor, is adjacent to and directly south of the state capitol, in full view of the "Genius of Connecticut" as she stands upon her lofty perch over the dome engaged (apparently) in a game of pitching rings at the flag-staff on the Union depot, across the river on Asylum street. Were it possible to get a close view of the rings they would probably be found to be bronze laurel wreaths, though this would never be suspected while they occupy their present position.

I ought to add a word about Charter Oak Park. You know Hartford is blessed with all conceivable forms of "Charter Oak"; in fact, we are beginning to get a little tired of "Charter Oak," both in the abstract and concrete, and, if I remember rightly, the man who at the organization of the Connecticut Bicycle Club proposed to name the new club the "Charter Oak Bicycle Club" came very near being pitched through a second-story window. We have Charter Oak insurance companies, shirts, banks, saloons, schools, hills, avenues, lawn mowers, and streets, besides several hundred cords of wood in the shape of relics of the original tree; but the driving park really does honor to the famous old oak from which it takes its name. It is beautifully situated about three miles from the city, directly on the line of two railroads, and is easily accessible by smooth carriage roads, affording excellent bicycling. The grand stand, music, and judges' stands are finely appointed, large, and commodious, and the view from the grand stand, particularly when the park is thronged with people and carriages, is a most attractive one. Beyond the limits of the park, with its scenes of bustle and activity, extends a varied and beautiful landscape, shut in by Talcott Mountain on the west, and to the northeast Hartford may be seen in the distance, a prominent feature being the gilded dome of the the new capitol.

On the day of the bicycle races no objectionable person will be allowed to enter the park, and no pool selling or other form of gambling will be permitted; there will be no chance for sportive youth to "buck" the wheel, and it is to be hoped that all wheels will kindly refrain from "buckling." If "Old Probabilities" will kindly help us out by furnishing the day with a clear sky and still atmosphere, we have every reason to anticipate a most delightful and successful meet, at which, Mr.

Editor, we hope to see you, your family, your club, and as much of your local population as may find it possible to get an afternoon "off"; and if Hartford fails to send a rousing delegation to Springfield later on, then your correspondent loses his guess.

Now, if you will allow me space enough to relate an anecdote which seems too good to keep, I will close. While riding recently in the uttermost parts of the backwoods of Hartford County, I stopped at a small farm-house for a drink of water; presently the "inhabitant" appeared, and as I sat beside him on the stone wall we entered into quite an extended conversation, in which he related many details of his personal history. Like Job of old, there "had been born unto him seven sons and three daughters"; and the exploits of the seven sons furnished ample matter for a half hour's talk. As I rose to leave, he began a critical examination of my bicycle, and went through the regulation inquiries from "Does it make you tired?" up to "How far can you ride in a week?" and then commenced a series of questions relating to the turning of the front wheel, he being unable at first to comprehend how the wheel could be propelled by the cranks and at the same time bear upon the numerous points incident to ball-bearings. I explained as well as I could, and, noticing the lateness of the hour, started rather suddenly to mount, when he stopped me with: "Stop a minute, can't yer! What on airth makes the little wheel go raound?"

Truly yours, H.

#### SPRINGFIELD TOURNAMENT.

HAMPDEN PARK, SEPTEMBER 16, 17, 18 AND 19, 1884. — FULL LIST OF PRIZES AND FIREWORKS—LINE OF PARADE.

### LIST OF PRIZES.

### September 16—First Day.

No. r—One-mile professional, bicycle: first prize, \$50 cash; second, \$30 cash; third, \$20 cash.

No. 2—Ten-mile amateur, bicycle: first prize, Springfield Prize Cup; second, tea set, chased, gold inlaid and gold lined, value \$90; third, ice water set—ice urn, two goblets and slop, value \$62.50.

No. 3—One-mile, 3.20 class: first prize, gold medal, value \$50; second, gold medal, value \$30; third, silver stop watch, value \$20.

No. 4—Two-mile tricycle: first prize, prize cup, chased, etc., gold inlaid, value \$62; second, silver stop watch, value \$37; third, toilet set, three bottles, chased and gilt, value \$25.

No. 5—Three-mile tandem: two first prizes, two umbrella racks, extra fine and gilt, value \$75; second, two berry dishes, one special and gilt, one silver, value \$45; third, two stop watches, value \$30.

No. 6—One-mile, 3.16 class: first prize, statuette—Mars, old copper, value \$50; second, epergne, silver, glass dishes and two vases, value \$30; third, vase lamp, gold and silver, value \$20.

No. 7—Three-mile professional: first prize, \$75 cash; second, \$45 cash; third, \$30 cash.

No. 8—Three-mile tug of war: three first prizes, statuettes, "buffalo hunt," old silver, value \$75; three second prizes, three cigar boxes, bicycle tip, old copper, (holding fifty cigars,) value \$45.

No. 9—Two-mile, 6.25 class: first prize, Stevens rifle, value \$62; second, jewel stand, gold inlaid, enameled glass, value \$40; third, statuette, "dying gladiator," old silver, value \$25.

#### Sept. 17—Second Day.

No. 1—Ten-mile professional: first prize, \$250 cash; second, \$150 cash; third, \$100 cash.

No. 2—Two-mile open: first prize, tea service, embossed, chased, gilt, S. & C., six pieces, value \$62; second, toilet vases, silver and gold inlaid, value \$37; third, silver stop watch, value \$30.

No. 3—One-mile without hands: first prize, gold watch chain, value \$50; second, epergne, silver, three glass dishes, value \$30; third, bicycle rifle, value \$20.

### WHEELMEN, ATTENTION!

All the records, from ONE to TWENTY miles, broken on a

# RUDGE.







### AMERICAN RUDGE.

THE ONLY FIRST CLASS ROADSTER AT A MODERATE PRICE.

Rudge's Unequaled Ball Bearings to both wheels. Hollow Forks and Backbone. Direct Spokes (eighty to front wheel). Curved Handle-bars. Parallel Pedals, nickeled.

Weight, 44 pounds.

Price, 50-in., Painted and Nickeled, \$105.

### RUDGE RACER.

ONE MILE RECORD OF THE WORLD. 2 Min., 40 Sec.

Net Weight 53-in. Rudge Racer, 23 POUNDS.

Price, 50-in., Enameled and Nickeled, \$140. Price, 50-in., Enameled and Nickeled, \$140.

### RUDGE LIGHT ROADSTER.

STRENGTH, LIGHTNESS, SPEED

The only Regular Bicycle ever ridden up Corey Hill.

Hollow Rims, Tangent Spokes, crossing twice and covered at rim, Hollow Front Forks, Semi-Tubular Rear, Hollow Handle-Bar, Harwood Step, Ball Pedals.

Weight, 36 pounds.

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RELIABLE AGENTS WANTED EVERYWHERE.

### P., C., and P. BI. C.

# PHILADELPHIA,

Saturday, September 13, 1884.

### → RACE \* MEETING ※

Philadelphia, Germantown, and Pennsylvania BICYCLE CLUBS.

## → \$1500 IN PRIZES ※

JOINT RACE MEETING of the PHILADELPHIA, GERMANTOWN, and PENNSYLVANIA BICYCLE CLUBS at the GENTLEMEN'S DRIVING PARK (near Belmont Mansion, Fairmount Park), PHILADELPHIA, SATURDAY, SEPT. 13, 1884.

RACES commence at 2:30 P.M. and will be as follows:—
Twenty-Mile Race for the "Columbia Bicycle Prize Cup," valued at \$1000, to be won three times unless winner covers distance inside of one hour, when it becomes his property.

State Championship Races, One-half-Mile, One-Mile, and Five-Mile Bicycle, and One-Mile Tricycle.

Invitation Races, Three-Mile and One-Mile Bicycle, One-half-Mile Boys' Race, One-Mile and Two-Mile Novices' Race, and Pennsylvania Club Race.

One-Mile Tandem Tricycle Race, by clubs, each team carrying club colors. Fancy Riding and Polo on Bicycles features of the occasion.

TRACK (Half-Mile) will be in the hands of a competent contractor for some time previous to the event, and under the direct supervision of a member of the L. A. W. Racing Board. It will receive such daily care and attention as will guarantee its being one of the best in the country for speed.

One of the most interesting events will be the Twenty-Mile Race for the \$1000 "Columbia Bicycle Prize Cup," which has never but once been contested for. Handsome and valuable prizes will be given in cach event.

GRAND STAND (which is covered) accommodates 1500 people. Faces the east, and there will therefore be no discomfort from the afternoon sun. Music has been engaged for the occasion.

GENTLEMEN'S DRIVING PARK reached by Chestnut and Walnut, Market, Race and Vine, and Girard Avenue street-car lines to Belmont and Elm Avenues, where coaches will be in waiting to convey passengers direct to grounds. Trains from Broad-Street station, stopping at Girard-Avenue station (just beyond Belmont Avenue), will also be a prompt means of reaching coach stand.

The grounds are commodious, and those wishing to make them an objective point for a drive will find ample accommodation for their carriages, which will be admitted free. Ample police surveillance will be provided for, and perfect order maintained.

### SECOND ANNUAL MEET, PENNSYLVANIA DIVISION L. A. W.

Will take place on the morning of same day.

PARADE of Division and invited guests will start about 10 A.M. and pass through some of the most attractive parts of Fairmount Park.

Parties contemplating a visit to State Fair or International Electrical Exhibition, to be held in Philadelphia during September, can arrange trip to include above Meet and Races. It is hoped the ladies will very generally lend their presence, as they have heretofore done on similar occasions, to the gentlemanly sport and recreation of Amateur Cycling.

#### COMMITTEES:

Finance, Press and Advertising, Programmes and Prizes, Grounds and Track,

CHARLES M. MILLER, Chairman. G. N. OSBORNE, Chairman. GEORGE D. GIDEON, Chairman. E. L. MILLER, Chairman. H. R. LEWIS, Chairman.

EUGENE M. AARON, Chairman. CHARLES M. MILLER, Secretary and Treasurer.

P. O. Box 1108, PHILADELPHIA, PA.

- No. 4—Three-mile, 9.50 class: first prize, gold watch, value \$75; second, gold medal, value \$45; third, diamond pin, value \$20
- No. 5—Five-mile Victor tricycle: first prize, Victor rotary tricycle (presented by the Overman Wheel Co.), value \$160; second, tea service, chased, six pieces, gold lined, S. & C., value \$60; third, ice urn, three quart, chased and gilt, value \$40.
- No. 6—Half-mile dash: first prize, umbrella rack, terra cotta, silver and gold mounted, value \$25; second, cigar box, old copper with dogs on cover, value \$15; third, toilet set, value \$10.50.
- No. 7—One-mile professional: first, \$50 cash; second, \$30 cash; third, \$20 cash.
- No. 8—Five-mile record: first prize, Springfield Prize Cup; second, smoking set, stand and lamp, smoking table, old copper and hammered, value \$65; third, Stevens rifle, value \$40.
- No. 9—Two-mile tandem: two first prizes, gold medals, value \$75; two second, two vase lamps, hammered, old copper, value \$50.

#### Sept. 18-Third Day.

- No. 1—Three-mile professional record race: first prize, \$75 cash; second, \$45 cash; third, \$30 cash.
- No. 2—Half-mile, 1.40 class: first prize, gold mcdal, value \$25; second, berry dish, fine cut glass, gold and silver inlaid, value \$15; third, toilet set, silver, 3 bottles, value \$10.50.
- No. 3—One-mile ride and run: first prize, folding triplicate mirror, mounted, silver and gold, value \$50; second, ice water tilting set, chased, value \$30; third, diamond pin, value \$20.
- No. 4—Five-mile, 16.40 class: first prize, gold watch, value \$100; second, prize cup, special design, silver and gold finish, value \$60; third, prize cup, special design, silver and gold finish, value \$40.
- No. 5—Five-mile professional: first prize, \$100 cash; second, \$60 cash; third, \$40 cash.
- No. 6—One-mile tandem: two first prizes, 2 epergnes, 1 silver, 1 gold inlaid, value \$64; two second, 2 dessert sets (each set berry dish, sugar and cream), value \$40.
- No. 7—Ten-mile record: first prize, Springfield Prize Cup; second, tea service, handsomely chased, gold inlaid, 6 pieces, value \$90; third, gold watch chain, value \$60.
- No. 8—One-mile tricycle: first prize, plaques, hammered, copper and gold finish, value \$50; second, tea urn, chased, value \$30; third, flower vase stand, silver and gold inlaid standard, fine engraved glass, value \$20.
- No. 9—One-mile open: first prize, French marble clock, value \$50; second, gold medal, value \$30; third, cigar box, holding 100 cigars, dog tip, old copper, value \$20.

#### Sept. 19—Fourth Day.

- No. 1—Five-mile open: first prize, Springfield Prize Cup; second, smokers' set, smoking table, hammered, old copper, value \$65; third, tea service, silver, gold lined slop and cream, value \$40.
- No. 2—Five-mile professional: first prize, \$100 cash; second, \$60 cash; third, \$40 cash.
- No. 3—Half-mile, 1.32 class: first prize, India chased, Russian gold inlaid vase, value \$25; second, stop watch, value \$15; third, gold ring, value \$10.
- No. 4—One-mile tug of war: three first prizes, 3 jewel stands, gold inlaid, satin lined, value \$50.50; three second, 3 flower vases, gold inlaid standard, decorated vases, value \$30; three third, 3 individual sets, silver, value \$21.
- No. 5—Three-mile record race: first prize, Stevens rifle, Lord model; second, Stevens rifle, hunter's pet; third, Stevens bicycle rifle. Presented by J. Stevens & Co.
- No. 6—Five-mile professional record race: first prize, \$100 cash; second, \$60 cash; third, \$40 cash.
- No. 7—Three-mile tricycle: first prize, gold watch, value \$75; second, ice water set, embossed, chased, 5 pieces, value \$47.50; third, prize cup, special, silver, chased, gold lined, value \$30.
- No. 8—Three-mile, open: first prize, gold watch chain and charm, value \$75; second, art piece, Cleopatra figure, finished in silver and gold, value \$45; third, epergne, value \$40.
- No. 9—One-mile consolation: first prize, tea service, chased, gold lined, S. and C., value \$50; second, umbrella rack, terra cotta, silver and gold standard, value \$25; third, toilet set, 3 bottles, silver, value \$20; fourth, jewel stand, jewel table, engraved, gold inlaid, value \$16; fifth, cigar box holding 25 cigars, dog tips, old copper, value \$10.

The Record races are run as follows: The one winning the greatest number of intermediate one-half miles wins the race, and if the winner breaks the record he receives, in addition to

the regular prize on a three-mile race, a \$50 watch; in addition, on a five-mile race, a \$75 gold watch; on a ten-mile race, a \$750 gold watch.

#### PROGRAMME OF FIREWORKS.

Thursday Evening, Sept. 18.

- No. 1-Signal shell, with heavy petard explosion.
- No. 2—Display of rockets, with golden trails and clusters of colored stars.
- No. 3—"Our Greeting to Our Visitors." (Containing over 4,500 square feet.) We will make it a "warm one."
- No. 4-Shells, with showers of gold rain.
- No. 5—Chinese umbrella wheels, with sprays of golden fire.
- No. 6-Asteroid rockets, with pendant floating rubies and emeralds.
- No. 7—Saucissons, with brilliant trains and marron explosions.
- No. 8—Darting golden meteors.
- No. 9—Device, "Kaleidoscope"; a beautiful representation of the rapid color changes and combinations of the kaleidoscope in brilliantly-colored fires.
- No. 10—Display of parachute rockets, each detaching a star of double changes.
- No. 11—Great quadruple shell, displaying, with repeated explosions, a succession of colors.
- No. 12—Grand cluster of rayonnant tourbillions, of great size and power.
- No. 13-Serpents' nests and mine explosions.
- No. 14-Japaoese umbrella wheels.
- No. 15—Device, "Our Badge"; an immense representation in brilliant lance, of appropriate colors, of our badge. Every detail carried out with the greatest care and finest effect.
- No. 16—Parachute and asteroid rockets of the largest caliber.
  No. 17—Display of varied garniture, in great quadruple cohom bombs.
- No. 18—Heavy rockets, with sparkling rain and will-o'-thewisp stars.
- No. 19-Great bombs, with palm-tree effects.
- No. 20-Whirling golden dragons.
- No. 21—Device, "Bee Hive"; the emblem of busy industry wrought in golden lance, and suddenly surrounded by swarms of bees in rapid motion.
- No. 22—Heavy rockets, fired so as to blend the varied tints.
- No. 22—Heavy rockets, fired so as to blend the varied tints.

  No. 23—Duration stars and trailing serpents, dropped from a great height.
- No. 24—Artillery discharge, with golden rain and colored clusters.
- No. 25-Japanese rockets, with golden duration stars.
- No. 26—Giant shells, with English cracker effects.
- No. 27-Whirling serpents from heavy shells,
- No. 28—Device, "Peacock Tail"; a fanciful combination of lance, colored pots de feu, and cases heavily charged with brilliant fire.
- No. 29-Towering rockets, with silver showers.
- No. 30-Display of brilliant Japanese umbrella wheels.
- No. 31—Parachute rockets, with pendent stars changing from red to green.
- No. 32—Aerial bouquets, with clouds of glittering golden and colored points.
- No. 33-Swarmers in golden fire.
- No. 34-Meteoric flights, ending in star clusters.
- No. 35—Device, "The Bicycle Wheel," in sparkling lance, bearing in ornamented letters "L. A. W.," with the triple wings, the latter mutating to a central wheel revolving vertically.
- No. 36—Pots d'Aigrette, with diamond, ruby, topaz, and emerald clusters.
- No. 37—Great triple shells, with porcupine quills and duration stars.
- No.  $_{3}8$ —Discharge of heavy rockets, with tailed stars and sparkling rain.
- No. 39—Grand flight of silver meteors, with double and triple explosions.
- No. 40—Device, "Sun of Glory"; a number of heavily charged cases arranged in concentric rings, and interspersed with jeweled points. Great sprays of diamond light surround the piece, which terminates amid heavy explosions.
- No. 41-Japanese aerial golden wheels.

decorated with jeweled points.

- No. 42-Heavy shells, with meteoric garniture.
- No. 43—Grand battery discharge from an extended line of powerful Union batteries.
- No. 44-Discharge of asteroid rockets, with floating stars.
- No. 45—Caprices, rising and falling, with golden spray.
- No. 46—Whirling serpents, dropping from high in air.
  No. 47—Device, "Cercle Splendide"; the largest vertical wheel ever fired in the United States; the arms richly

- No. 48-Display of heavy rockets, with floating stars.
- No. 49—Great bombs of five explosions, showing silver, emerald, ruby, amethyst, and topaz colors.
- No. 50—Dragons' nest, surrounded by golden dragons darting through the air.
- No. 51-Mosaic tourbillions, with golden circles.
- No. 52—Device, "The C. T. C. Badge," outlined in highlycolored lance fires, and bearing the letters "C. T. C." Dedicated to the Cyclists' Touring Club.
- No. 53—Honorary rockets, towering to a great height, and displaying clusters of will-o'-the-wisp stars.
- No. 54-Whirling dervish wheels.
- No. 55-Japanese rockets, with twinkling effects.
- No. 56—Chinese fire parasols, rising and falling, with brilliant fire circles.
- No. 57-Darting comets of golden flame.
- No. 58—Device, "Serpent and Butterfly"; a pyrotechnic triumph, both in design and mechanical execution.
- No. 59—Pots d'Aigrette, with discharges of jeweled points of dazzling radiance.
- No. 60-Giant triple shells, with blazing meteoric globes.
- No. 61-Heavy rockets, with duration stars.
- No. 62-Grand Pots de Brins, with serpent and dragon flights.
- No. 63—Mammoth bombs, with five explosions and successive color displays.
- No. 64-Silver meteors, with colored showers,
- No. 65—Device, "Etoile Magique"; a large six-pointed star blazing in golden fire, which mutates to two large wheels, contra-revolving.
- No. 66—Heavy rockets, with brilliant trails and garniture of colors.
- No. 67-Discharge of fiery whirlwinds.
- No. 68-Display of asteroid rockets, with pendent jewels.
- No. 69—Great quadruple shell, showing a brilliant succession of colors.
- No. 70-Rockets, with driven stars, showing duration colors.
- No. 71—Device, "Revolving Sun"; broad bands of rainbow color, between which whirl colored and golden globes.
- No. 72-Mosaic tourbillions, with brilliant fire sprays
- No. 73—Display of heavy rockets, detaching stars of changing
- No. 74-Darting meteors of golden flame.
- No. 75-Silver meteors, with colored showers.
- No. 76—Display of golden saucissons.
- No. 77—Great Japanese shells, with palm-tree effects.
- No. 78—Tailed stars and sparkling rain, dropping from a great height.
- No. 79—Device, "Taking a Dive." Every bicyclist will understand without description.
- No. 80—Whirling serpents and colored globes from heavy
- No. 81-Caprices, rising and falling, with silver sprays.
- No. 82—Union bombs, showing in successive explosions the Union colors, red, white, and blue.
- No. 83-Heavy Japanese rockets, with twinkling effects.
- No. 84—Meteoric flights, ending in star clusters.
- No. 85—"The Jewels of the Shah"; a delicate lance combination, with wheel effects, showing wonderful color effects.
- No. 86—Parachute rockets, with suspended changeable stars.
  No. 87—Heavy shells, with golden trails, ending in beautiful
- No. 88—Display of brilliant Japanese umbrella wheels.
- No. 89—Grand illumination, with crimson and emerald fires.
- No. 90—"The Falls of Niagara"; an immense body of flame, 60 feet long, falling to the earth from a great height, followed by a grand "Bouquet Aerial" of 500 rockets.

### PARADE, WEDNESDAY, SEPT. 17.

For the parade clubs will receive two blanks, one to be filled out and returned at once to W. N. Winans, adjutant, and the other (No. 2) to be filled out on arrival in Springfield and given to the adjutant; these have been printed and will be sent to all clubs of which we have addresses. Any club that does not receive one will do us a great favor by sending for same. The parade will form on Hampden Park at 8.30 o'clock, and be ready to start at 9.30 o'clock, sharp. Division No. 1 will form on the east side of the mile track, with the head resting at the south-end gate; division No. 2 will form on the west side of the mile track, with the head resting in front of the grand stand, and division No. 3 in the rear. The parade will leave the park and pass through the following

streets: Clinton, Main, Carew, Chestnut, Worthington, Main, and countermarch up Main strect to the park.

Adjutant's headquarters will be at the Springfield Bicycle Club rooms all day Monday and Tuesday forenoon; at the park, Tuesday afternoon and Wednesday forenoon.

### P., G., AND P. BI. C. RACE MEETING. SEPT. 13, 1884.

The joint race meeting of the Philadelphia, Germantown, and Pennsylvania Bicycle Clubs will be held at the Gentlemen's Driving Park, Philadelphia, on Saturday, September 13, 1884, in connection with the second annual meet of the Pennsylvania Division of the League of American Wheelmen, which will take place during the morning of the same day. The parade of the division and invited guests will start about 10 A. M., and pass through some of the most attractive parts of Fairmount Park, and no better opportunity could be afforded for a fine view of the Park than this occasion will present.

The races, which will commence at 2.30 P. M., are twelve in number (full particulars will be found in our advertising columns), including the 20-mile race for the Columbia prize cup now held by A. C. Bates, of Cleveland, Ohio.

The track (which is 1-2 mile) will be in the hands of a competent contractor for some time previous to the event, and under the direct supervision of Mr. Ewing L. Miller, of the L. A. W. racing board. It will receive such daily care and attention as will guarantee its being one of the best in the country.

Thé grand stand (which is covered) will accommodate 1,500 people. It faces the east, and there will, therefore, be no discomfort from the afternoon sun. Music has been engaged for the

The Gentlemen's Driving Park can be reached by the Chestnut and Walnut, Market, Race and Vine, and Girard avenue street car lines to Belmont and Elm avenues, where coaches will be in waiting to convey passengers direct to the grounds. Trains from Broad street station, stopping at Girard avenue station, which is just beyond Belmont avenue, will also be a prompt means of reaching the coach stand.

The grounds are commodious, and those wishing to make them an objective point for a drive will find ample accommodation for their carriages, which will be admitted free.

Ample police surveillance will be provided for, and perfect order maintained.

Parties contemplating a visit to the State Fair, or International Electrical Exhibition, to be held in Philadelphia during September, can arrange their trip to include the above meet races.

Rev. Sylvanus Stall, of Lancaster, Pa., Rev. Wm. P. Evans, of Columbia, Pa., and Mr. Geo. D. Gotwald, of Gettysburg, Pa., called upon Messrs. Zacharias & Smith at Oraton Hall, Wednesday, July 30. These gentlemen started July 28 on a two weeks' trip on their bicycles, and expect to visit New York, go up the Hudson to the Catskill Mountains, from there to Schoharie, Sharon Springs, Cooperstown, Delaware Water Gap, and back to Easton. There is no doubt about bicycling being one of the best, if not the best, way of spending one's vacation, and these gentlemen fully appreciate it.

### Correspondence.

BRATTLEBORO, August 19, 1884. Editor Springfield Wheelmen's Gazette:-

The Brattleboro Cycling Club had its first annual races on Saturday the 16th inst., which was a very hot day, and the track (1-2 mile) was very soft on both ends, and therefore riding, under the circumstances, was no fun. The first race was for the three-mile club championship, and the Child's medal (which I mentioned in my July letter). Sherman, Reid and Crosby appeared when the bell rang, Sherman drawing the position next the pole, and at the start took the lead, which he kept, winning in 12m. 31s. The next was a mile race for machines under fifty-inch. Atherton, Crosby (nephew of the before-mentioned), Stedman, and Thompson, placed in the order named, appeared on deck for this. Atherton took the lead at the send-off, which place he held for the mile, finishing in 4m. 15 3-4s.; Crosby made a spurt for second place, when on the home stretch coming in the first time around, and he passed Stedman, but could not get by Thompson, and at the finish Thompson only cleared himself, with Crosby close on his (w)heels. When the bell rang for the next, a half-mile dash without hands, Crosby and Sherman were the only ones to come to the scratch. Crosby drew first position and took the lead until nearly three-quarters of the way around, where he nearly lost control of his machine in the sand, and had to take second place, Sherman coming in in 2m. 3s. The excitement from the time Sherman pushed to the front, until the finish, which was very close, was more marked than at any other time during the races. The two-mile amateur, open to all, had four entries, Schuster, Alexander, Crosby, and Streeter, who were placed as here named. On the start, Streeter left the others far behind, but just above the home stretch, on the first lap, the right crank worked loose, and he was obliged to dismount, when Crosby stopped and gave his machine to him, and Streeter rode about one eighth of a mile, when he again stopped; Crosby, now nearly a lap behind, took his machine and rode out the two miles. Alexander won in 7m. 34s., Schuster second, Crosby third. After this a half-mile scrub race was got up, more for amusement than anything else, in which there were eight starters. Alexander won, closely followed by Reid, Drown third, Schuster fourth, Atherton fifth, Crosby sixth, and Taylor seventh. The latter took a header on the back stretch, but by so doing got enough "sand" to enable him to finish. (Those who wish to live, please omit the above when reading.)

The prizes, besides the medal, consisted of bicycle sundries.

Judges, O. A. Marshall, W. S. McKenney.

Timer, J. W. Drown.

Since I wrote you, the club has decided to become a League club, all being members of the L. A. W., which, "according to law," will hereafter keep out those under 18, a thing that will give the club a good foundation. I understand they have lately made some other alterations concerning the admission of members. They are now on the lookout for a club room, a very necessary addition. The tourney in September is now looked forward to, and, if any attend from here, as there very surely will, when you hear the "One, two, three, B. C. C. 'Rah, 'Rah, 'Rah," of the Vermont boys, one of them will be the writer of "THE TRAMP." this, or

SALT LAKE CITY, UTAH, July 25, 1884. Editor Springfield Wheelmen's Gazette:-

At the bicycle races, held July 24, 1884, under the auspices of the Salt Lake Bicycle Club, the following programme was carried out:-

The first race was a five-mile handicap for a silver cup as first prize, and one year's subscription to some wheeling paper as second prize. William Wood was placed at the scratch, F. G. Brooks onefourth lap ahead, and H. Cartwright and J. Silver two laps ahead, it taking seven laps to a mile. W. Wood won the first prize; time, 18m. 35s. Cartwright took the second prize.

The second race was a combination, consisting of one lap one-pedal race, one lap without handles, and a half-lap slow race. Mr. Wood won the former, and Mr. Jennings the two latter races. Jennings, winning two out of the three, took the prize, a gold watch fob.

The third race was a half-mile handicap for a silver goblet. This race was won by Mr. Silver.

The last race was one mile between Mr. Jennings and Mr. Brooks, the former to ride without and the latter with handles. This was considered the most exciting race of the day, as the contestants were scarcely a length apart during the whole race. The race was won by Mr. Brooks. The time of Mr. Jennings was taken, as he rode without handles, which was 3m. 35s. The track was rather heavy, and a strong wind was blowing from the west; therefore the time made was not as good as it might have been.

Between the races a little fancy riding and a few fast spurts were given by the boys to fill up the

Altogether the day was passed pleasantly, and everybody expressed themselves as satisfied.

> W. JENNINGS, Sec'y S. L. Bi. Club.

#### THAT HEADER.

Two visiting wheelmen in our town from Burlington. Word was passed around to the boys to come out that evening, and give them a whirl about town. Six wheelmen massed in front of a confectionery store, waiting for four more. After fretting and speculating as to the cause of the tardiness of the aforementioned four, we concluded to take a short roll to while away the time. Passing up the main street of the city in a flock, without any regard to uniformity, we came to a strip of broad, smooth, level road. The leaders, being in good spirits, put on a spurt of speed; I, bringing up the rear on my little fortynine, had to do some tall kicking, you may believe, to keep the gap narrow in front of me. Suddenly I heard a half dozen Hill and Tolman alarms ring violently. Looking ahead, I saw the boys dodging this way and that, evidently trying to avoid something, which proved to be three small boys seated upon three small velocipedes. The sounding of the alarms, and the dodging about them, so alarmed the boys that they were about ready to stampede as I came up tromping the forty-nine for dear life, making directly for one small boy just as he was making directly across the street for the curbstone. That boy had a fascination for me, and I seemed bound to meet him there, in fact, we did meet, but I couldn't stay long. Oh, no! I went on about twenty feet further and the forty-nine after me in hot pursuit. I finally took to the ground, and so did the fortynine. I felt bewildered, sort o' shook up like, but

after getting myself up, dirt and all, I looked back and saw the worst scared boy I ever saw in my life. He sat on his machine crying for dear life, but when asked where he was hurt vainly strove to find the spot. The forty-nine came out of that scrape pretty lucky, only one broken spoke, and I, well I had an eccentric motion in one of my legs, and a be-careful place on my wrist. Jumping on top again, the tardy four just coming up, we started for the other side of the river, for a ride down the river road. The evening was cool and pleasant, and a very enjoyable ride we had. After going down, say perhaps five miles, and looking vainly for the friendly moonbeams, we concluded to return. Among our number was a timid rider, who, with myself, brought up the rear. All went well until within about two miles of town, when the timid rider took a tumble just across my path. That was enough. I know a thing when I see it. I tumbled, you bet, over the handle-bar, on to my poor, lame wrist. That fixed the fortynine; four more spokes broke, the wheel would not run between the forks, and the handle-bar drooped gracefully like a mad donkey's ear. Here was a fix! two cripples and a timid rider two miles from town, and the shades of evening a little too shady. There was nothing for it but to lay the forty-nine tenderly upon the fifty-two, and to push the ambulance to town. Two sorry looking lads, endeavoring to balance the ambulance and wounded, beguiled the time en route, with cycling experiences. When within about half a mile of home we were met by a party of two scouting wheelmen, evidently trying to find out if we had fallen into the enemy's hands. But as all such experiences must end, so did ours. We arrived home without a mishap, and put the forty-nine tenderly away, a forlorn cripple, and, after settling the dust with a bumper of lemonade, we parted for the night. And that is how I took that header.

OTTUMWA.

#### A DAY ON THE WHEEL.

At 5 o'clock on the morning of July 4, a party of Nashville bicyclists left for Eldorado Springs. There were among the number members of both the Nashville Bicycle Club, the Rock City Bicycle Club, and some of the outside wheelmen. Their names were J. B. Burdette, Jennings Dortch, J. S. Ross, L. N. Jesunofsky, J. G. Gibson, F. H. Welburn. J. B. Hayes, T. H. McNish, J. G. Morgan, J. Edwards, Joe Weakley, Edward and Henry Morris, Henry and George Harting, Joe Northern, Eugene St. Clair, and John Luck.

The party did not reach Eldorado till about 9 o'clock, though most of them lingered on the way, stopping at several places. The majority of the riders stood the 25-mile run very well. One of the younger ones, however, sustained several disastrous falls. In one of them his upper teeth were driven through his lip. The bruises about his head and face were so numerous that he resembled a tattooed man. He was still game, however, and would have undertaken to ride home had not one of the boys taken off one of the pedals of his machine and persuaded him that it was lost, so as to force him to remain over night. The boys were met at the foot of the ridge by a wagon from the hotel, sent to carry the wheels up the steep incline. The arrival of the wheelmen at the hotel soon attracted nearly all the country people in the vicinity, curious to see so many of "them things" together.

The party was welcomed by a lively serenade

from the band, and during their stay were extended every hospitality. At dinner time the bicyclists did wonderful execution. An invalid member, who had supposed that he had lost his appetite, and was advised by his physician not to undertake the run, proved his own mistake and the fallibility of his physician's advice by monopolizing one of the best waiters about the hotel.

Most of the party stayed over to enjoy a grand hop tendered them the same night, seven returning in the afternoon. This detachment left the Springs at 3.30 P. M., and made the run home by 6 o'clock. Two imprudent ones added to the woe-begoneness of their condition by stopping at a plum orchard on the way home, and eating unsparingly of the half-ripe fruit, despite the entreaties of the doctor of the party.

#### FLESH VERSUS METAL.

"Poor Doc!" We all called him Doc; why we never knew exactly, only it was rumored that his grandfather's mantle had enveloped an M. D.; hence, presumedly, the derivation,—they both were of the same name.

Well, as I have just remarked, he's gone now, or rather he would be only for the intervention of influential friends. There was no mistake about it, and no one in the little old-fashioned office of the country squire felt his heart thump more violently than did mine when the village magistrate followed the descent of his gavel with the ominous sentence: "Thirty—fifty." That meant fifty dollars to pay and thirty days of labor on the public highway in regulation costume, zebra suit, chain, and balls thrown in, free of charge.

Better tell the tale in Doc's own words before the squire:—

"Yes, your honor, I am a member of the Expert Bicycle Club; am very fond of riding,-in fact, am an enthusiast on the wheel,-and the afternoon in question was returning home in particularly jubilant spirits, having just succeeded in gaining a victory in a hotly contested race. Little did I ween, however, of the race before me. You see, your honor, I'm a very particular fellow, and always take the best when available; and so, in this case, I chose your smooth, well-kept pavements for a road-bed in preference to the rough streets. I had proceeded but a few rods, when the close approach of wheels from behind induced me to look back and observe who the occupant of the vehicle might be. To my great pleasure and astonishment it proved to be my intimate friend Elliot, riding behind the sorriest-looking specimen of the equine tribe I had ever yet seen. Now, squire, for the last two years my hobby has been bicycle, alias the metal steed, and my friend Elliot's vice versa, horse, alias horse flesh. Time and time again have we argued and boasted of the superior advantages of our relative steeds. To decide it only lacked an opportunity of exhibiting their qualities; that opportunity had now arrived. The derisive smile on Elliot's countenance I immediately accepted as a challenge; in a trice we were abreast, and then at it hammer and tongs. Your honor, I determined to ostracize that egotistical smile, or die in the attempt. Talk about your limited express trains! They were as a crawling babe competing with a professional pedestrian compared to us,-we, the P. P. of course. My! the amount of progressive ability I did possess astonished me; but the horse,-well, the powers of the brute were something wonderful to behold; greased lightning was nowhere.

"Squire, there's not much more to say. I'll assure you it was no fault of mine, my flying leap through the store window, and you will certainly agree with me that my wrongs and bruises, assisted by my money, will be sufficient to atone for the slight disturbance created in your village.

"Before I close, your honor, let me remind you once more that I'm very particular always to take the best to be had; so, by kindly putting the best face possible on this matter, you will gain the everlasting thanks from an unfortunate bicycler."

The magistrate, somehow or another, twisted things the other way, and, instead, gave Doc the best dose the law allowed, which, however, he magnanimously suspended on condition that the club as a body faithfully agree to obey the following, now conspicuously posted

#### WARNING!

All riders of bicycles are hereby warned that, by riding through this village, they are liable to indictment for murder in the first degree.

And the club respect it.

WILLHELM.

#### OUR SKELETON CLUB.

There were five of us in the neighborhood who enjoyed no club connection, and from that fact and because our time for recreation came in the same hours, we drifted into a skeleton organization that was nameless, that knew no such thing as a constitution or by-laws, and that was cohesive only through a wise arrangement by which four-fifths were provided with offices. The remainder felt so well commanded and disciplined that he was pleased to have the whole company centered in himself. The superintendent, a business man who for many years was trained in executive force through control of the largest Sabbath-school in the State, was chosen captain in an impromptu election, held one bright October day as we were resting on the fence under the shade of an apple-tree. With that generous desire that no man shall outdo him in deeds of courtesy, which is his distinguishing trait, the superintendent was no sooner elected than he returned the compliment by nominating the doctor of divinity for first lieutenant. As a peace offering to another important department of theology, the rector was unanimously declared second lieutenant; while the Nestor of our party was forced to content himself with the honorable. if not exalted, position of orderly sergeant. The remainder of the members, in the person of the editor, was tendered the appointment of commissary sergeant, but feeling that he would be more conspicuous, and attract more attention from his superiors as the chief of privates rather than the least of officers, he firmly refused promotion, and obeyed orders with a singleness of purpose and a unanimity of movement that no bicycle club in the world could excel.

During many days in the summer and fall, when the weather and roads gave consent, we threw sermon-making, cash-books, and goose quills to the winds, and by common impulse met in some convenient corner, "mounted in hot haste," and went flying into the country, with the sunlight flashing on our polished spokes, with brightness and freshness in the air and on the verdure about us, and with life renewing and strengthening itself in our frames at every stroke of the pedal. We rode fast as we felt moved to it; we rode slow when we wished; we wheeled into the shade and occupied the fence when tired of the saddle; we turned our faces homeward when we desired; we

discovered easy roads, located chosen orchards, and marked in memory the pleasant halting places. We cultivated friendship with suburban policemen, so that an occasional paved sidewalk could be taken in safety when the roadway was heavy with sand or mud. We recorded a few tumbles, but, blaming ourselves for carelessness rather than the wheel for a vicious purpose, we brushed off the dust, and mounted with vows of greater caution in the future. We wheeled all through the season, added thirty pounds weight to the party, killed one case of the dyspepsia, and throttled many a fit of the blues; and unanimously stand to-day on the broad platform, that, whatever else must "go," the bicycle has come to stay.

This curious thing we soon noted, that in communities where the stranger, coming on his personal merits, would meet nothing but respect and polite attention, the man on the bicycle was a marked figure, on whom good-natured comments could be showered with no intention of offense, and no expectation that offense would be taken. Many a hearty laugh has been given us by the unstudied and therefore unique comment of some child of nature who would look up suddenly from his work or meditation, to see the five black figures go gliding by. It was a "stubbed" little Irishman who took a sharp glance at our Nestor and shouted, "See the ould chap wid the gray in his hair! he rides wid the best of thim!" The superintendent varied his plan one day and rode a tricycle, and as it rattled past, a chap at work by the roadside roared out, "See the man on the mowing machine!" Another comment on the same occasion was, "Oh, here comes a man on a donkey bicycle!"-with reference to the "donkey carts," that were yet a novelty in Cleveland. Since the creation, or rather importation, of that not yet clearly defined word "dude," we have had it hurled at us more frequently, perhaps, than any one appellation of disfavor. A jolly and rotund, but irreverent stoker on a pony engine looked up as we dashed by, and with a gesture indescribably comic cried out, "Come off, yez dudes, or I'll brush you from thim things with a feather." The doctor of divinity was so overcome with the grotesqueness of the motion, and the impudent conceit of the language, that he almost fell from his saddle with laughing. On another occasion we were treated to as characteristic a sample of young America as one could find in a year's search. We were riding by a country toll-gate—the rector, stern and stately, in the lead; the doctor, erect and dignified, next; the superintendent moving along in grave meditation; and Nestor and the editor debating some question of political economy, when an apparition burst upon us from the lee-side of the toll-house, in the form of a five-yearold urchin in bare feet and knickerbockers, and with his hair forcing a ventilator in the crown of his hat. He gave us one sweeping look, and then throwing his head back yelled with all the shrill power within him :-

"Boys! boys! come down here! Come down here quick, and see these five dudes on their bicycles!"

There was one tie of experience that bound us closely together. We had all learned to ride on a certain loose-jointed, perverse, and dilapidated "48," that was kept by the managers of the riding school, ostensibly for beginners to learn upon, but in reality to show what obstinacy and trickery could be packed into one combination of rubber and steel. Each man had some reminiscent scar

in honor of the "48"; and it was the one subject upon which we could talk and vote as a unit.

"I never mounted that wheel," said the doctor, "without remembering my days on the Western plains, and if there is such a thing as the transmigration of souls, the spirit of a mule at some time passed into that wheel."

"No matter how much lee-way there was to the right or the left," said Nestor, "whenever a tree loomed up in my path, that wheel made straight for it, and no power or skill of mine could head it, or hold it in another direction."

"When I had it for trial," said the editor, "it rubbed me against every tree and fence in my ward, and threw me over every stone-heap in that end of the city. My wife finally came to feel that in case I should be lost, there would be no trouble in identifying me by the scars located on all parts of my body."

"And after all," said the conscientious rector, as we remounted, and headed our wheels toward Rocky River, where a savory lunch was in waiting, "that poor machine has excuse for its perversity—for the most awkward and unreasonable person in the world is a timid man who makes his first attempt to ride a bicycle."

J. H. Kennedy.

#### "NEWARK DUST."

On July 3, the Essex Bicycle Club of this place called a run to Long Branch, N. J. The day was all that could be desired, if the riding was not good the walking was, and they returned by train in the evening well pleased with the trip. Great preparations were made by the New Jersey Wheelmen, to escort a number of visiting clubs over our fine roads on July 4, but owing to the threatening weather only one club, the Harlem Wheelmen of New York, put in an appearance. They started off gayly enough, but about 11.30 the rain descended, the nickel rusted, and the boys spent the greater part of the afternoon polishing their wheels and drying their clothes. It is feared the visitors returned home with a worse opinion of Jersey than ever. The New Jersey Wheelmen expected to send a large delegation to the annual meet of the New Jersey division L. A. W. at Red Bank, N. J., July 5, but the experience of the day before took all the "spunk" out of the boys and the weather being unpropitious only four members attended. They report a very enjoyable time, however.

A Chinese lantern parade was held by the New Jersey Wheelmen, on Thursday, August 7, in which the Essex Bicycle Club of this place, the Elizabeth Wheelmen, the Hudson County Wheelmen, the Passaic County Wheelmen, the Plainfield Bicycle Club, and the Orange Wanderers were present and participated, in all, over one hundred and twenty wheelmen being in line. After parading the principal streets in Newark they rode through Orange to West Orange where a lunch and refreshments were served. The affair created a great excitement here, the procession being viewed by over 50,000 people. The New Jersey Wheelmen will hold a fifteen-mile road race for the club championship on Saturday, September 13. Three elegant prizes will be given. A large number of entries has been secured. The boys have gone into active training and fast time will undoubtedly be made.

Finding his business would not allow him to properly discharge the duties of the office, Captain C. W. Northrop, of the New Jersey Wheelmen,

resigned, and Mr. W. S. Johnson was appointed his successor.

C. R. Zacharias, of Zacharias & Smith, and C. W. Northrop, the ex-captain of the New Jersey Wheelmen, start on a three weeks' tour through New York and Massachusetts on September 3, and of course will stop over at Springfield during the tournament. We all wish we could be there!

### Among the Clubs.

THE MANCHESTER CLUB.

The club has been on the move this year, and has moved from a membership of eighteen to the present number of thirty-five, over thirty of whom are active riders. The latest good thing the club did was to subscribe for The Springfield Wheelmen's Gazette for each member.

We have had but few "events" this year, the best one being the 4th of July run. It was started by the Manchesters as a club run, and expanded into a gathering of the New Hampshire division of the L. A. W. The Manchesters' party numbered twenty-eight, nearly forty per cent. of the whole attendance. The run into Portsmouth from Rye, after dinner, was enlivened by the music of three bugles, one being backed up by the Springfield Club's artist, Foss.

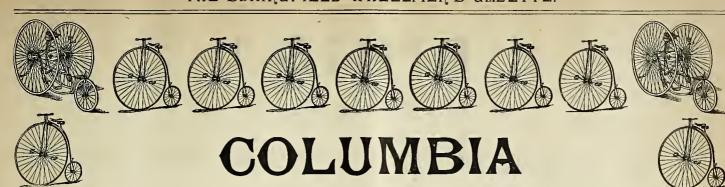
Touring is gaining in popularity with our club men. The longest of the season has just been completed by Lieut. Moses Sheriff, who has done Vermont and Canada during the past month to the extent of seven hundred miles. The best roads were found in western Vermont. He met the "Niagara to Boston" party at Montreal.

C. H. Wilkins and S. C. Kennard put in four days this month along the coast from Portsmouth to Cape Ann, "doing" all the beaches and other points of interest en route. They had for company a good lot of fellows from Massachusetts clubs for parts of their trip. John N. Pearsons, our long-distance man, has not taken any long rides yet, as business does not allow him the necessary time. He is going for a record before the season is over, and it will be a good one, for his new 60 Expert is a much better fit than his old 56. Our other 60 man, Warren Higgins, visited Boston and Lynn with his wheel last week for a few days. As an example of roading, we present the recent ride of C. F. Sawtelle, who did 85 miles across our New Hampshire hills one day in ten hours, and came back a few days after in eight and one-half hours. He says the roads outside of the Merrimac valley are good enough. Lots of coasting can be done on these hill roads. In addition to these rides, every week sees a number of our men out for runs of 25 to 50 miles. It is a busy week with Captain McQueston when he don't do it, taking along one or two "road toughs" with him. The New England Fair will not have any bicycles this year. One reason is, the poor track; another is, the local club will not touch it; and still another is, the racers don't want any more such medals as were given last year. So we all go to Springfield.

### NEW CLUB ROOMS.

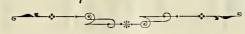
The Nashville Bicycle Club has furnished its new apartments in a manner that indicates that it possesses a most creditable amount of taste and judgment.

The club-room is about forty feet long by twenty in width, and in every particular is handsome and

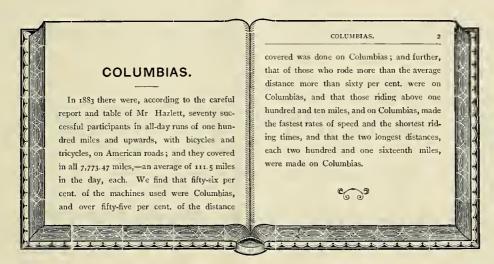




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The Races will be held on the EXHIBITION GROUNDS of the Boston Union Athletic Company.

Entries close September 20 with CHARLES S. HOWARD, Station A, Boston, Mass.

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luxurious. The floor is covered with an exquisite pattern of flowered velvet carpeting; the wainscoting is rich and antique; the walls decorated with softly-tinted papering designs, while chandeliers of variegated coloring cast a gay glow over the whole apartment. At one end stands a grand square piano; at the other is located the luxurious presidential chair, the gift of Weakley & Warren, of Nashville, and before the door and grating are the handsome rugs, which owe their presence to the kindly generosity of Benson & Co., of that city.

Beside the tasteful walnut chairs, there are also in this easy room two large and well-made desks, one of which will be used for the club archives, and also a library, which, though as yet in but its incipient stages, bears token of a judicious selection.

One very attractive feature is the framed portrait groupings which are hung upon each side of the wall. One is composed of the honorary members of the club, who are Hon. Morton B. Howell, Morton B. Howell, Jr., Duncan R. Dorris, J. T. Mason, D. McMillin, A. J. Grigsby and George Lehman. Another represents the officers, who are: A. E. Howell, president; V. L. Cunnyngham, vicepresident; A. J. Dyas, secretary and treasurer; J. B. Burdett, captain; S. S. Briggs, lieutenant; J. and S. Ross, standard-bearer; and H. A. French, bugler. On the opposite side of the wall there is another group of club members.

Adjoining the regular club apartment are committee and wheel-rooms; in the former a billiard table is soon to be placed, and in the latter lockers are now in course of construction.

While the new quarters are a credit to the enterprise of the club members, collectively, yet to Messrs. Burdett and H. A. French, perhaps, with the perseverance and good taste which they displayed, is more than an ordinary share of honor due.

The club held its first meeting in the room on the night of Thursday, July 31, and intends having a regular "house warming" in about one week.

THE GOLDEN CITY BICYCLE CLUB is the name of a new wheelmen's organization formed in San Francisco a few weeks ago. The following officers were elected: President and captain, W. C. Hull; secretary, treasurer, and first lieutenant, Charles Biederman; bugler, A. K. Gambitz. The club is comprised of the following named gentlemen: Messrs. C. A. Biederman, S. F. Booth, G. R. Butler, E. W. Brewer, A. K. Gambitz, I. L. Hill, W. C. Hull, J. J. Hull, L. W. Lovey, A. J. Luckhardt, W. McNulty, and Charles Thompson.

THE BOSTON RAMBLERS BICYCLE CLUB will hold its second annual fall race meeting on the grounds of the Union Athletic Company, September 5, the date of the annual meet of the Massachusetts division of the League of American Wheelmen. The programme of events will include a half-mile, a one-mile and two-mile races, best two in three heats, open to all amateurs; a one-mile race, open only to amateurs who have never beaten 3.25, and a five-mile race for the champion-ship of the Boston Ramblers Club.

THE HOLYOKE BICYCLE CLUB has leased the third floor of the Hadley Falls Bank building, and is fitting up two large rooms as headquarters for wheelmen. The club has twenty members, and is in a better condition than ever before. There are about sixty-five wheels owned in town, besides three tricycles, and the number is rapidly increasing. The largest wheel in the city is a sixty-inch, used by Capt. E. C. Clark. The club is planning for a run to Hartford and return.

THE MERIDEN WHEEL CLUB recently received additions in membership, and now numbers forty. The club room has recently been carpeted and put in fine order; every night there are a large number of the club members present, talking up the Springfield, and also New Haven and Hartford races, all of which will receive a large delegation of Meriden wheelmen.

THE PHILADELPHIA AND GERMANTOWN CLUBS have now annex club-rooms at Hart's Park rink, West Philadelphia. The Penn City Wheelmen have their headquarters there, and the Pennsylvania Bicycle Club a club-house at Forty-first street and Elm avenue. West Philadelphia looks like becoming the cycling center of the city.

THE WASHINGTON CYCLE CLUB received an accession of nine new members Tuesday, August 5. Mr. Kruger, a fine rider, has been elected captain, to serve until the regular fall election. Messrs. Fizer, Flemmer, Moulton and Pettingill made a trip to Frederick on their machines on the 3d instant.

THE GOLDEN CITY BICYCLE CLUB made its initial run on the 17th of August, choosing San Jose as the terminus of the journey by rail. After a run to Alum Rock, and a visit to Santa Clara, Los Gatos, and Saratoga Springs, the club returned by evening train.

THE MISSION BICYCLE CLUB, of San Francisco, contemplates a grand bicycling tournament at the Recreation Grounds in that city, in the night time, under the glare of electric lights. It will take place in the near future.

THE BOSTON CLUB has set aside Wednesday evening during August for "smokers." Musical and other entertainments will be furnished on these occasions.

THE MISSION BICYCLE CLUB, of San Francisco, has in contemplation the building of a six-lap cinder track, presumably the first one yet built on this coast.

THE SAN FRANCISCO BICYCLE CLUB has in contemplation the adoption of a new club uniform.

THE MONTGOMERY (ALA.) BICYCLE CLUB offers \$400 in prizes at its races on September 10.

#### UNCLE ZEKE AND A BICYCLE MAN.

Old Zeke came along where a party of bicyclists, "nickel platers," stood about their machines. One of them winked for some fun and said: "What have you got there, old man?"

- "Sassfrus, boss."
- "What's it good for?"
- "Hit good for med'cine in de spring, boss. Take all dem pimples off'n your face, sho.' Kin I sell you a bunch? Jes er nickel."

He didn't sell any, and after hesitating a moment spoke up:

- "Kin I ax yer some'n, boss?"
- "Go ahead."
- "What dat ar thing yer straddle uv jes' now?"
- "Oh, that's a bicycle."
- "Sah?"
- "A bicycle-bicycle."
- "Yes, sah, boss, thankee, sah." Then a silence, followed by: "Boss, what do you do fur livin'?" This in evident trepidation.

No answer.

Then actually retreating: "'Case ef yer wuks es hard at yer biznes es yer does to run dat 'ar thing yer mighty quick ha'—nuff to get a sho' nuff hoss."—Detroit Free Press.

### Rews Rotes.

Fisk and Brooks have ordered Royal Mail racers.

Morgan is riding a Royal Mail in his Canadian races.

A new club will shortly be organized in Alameda.

W. D. Wilmot is traveling in Maine and Vermont.

Warren Wood is auxious to have another contest with Canary.

Atlanta, Ga., is alive to the bicycling interest, and is catching the fever.

A trip to the Geysers and back was recently made by two Oakland wheelmen.

Holland is said to have the worst roads of any country in the world for the touring cyclist.

A number of ladies in San Francisco and Oakland have purchased tricycles and use them daily.

Why is the word bicycle like a cat blind with one eye? Because it has one I (eye) and c's (sees).

D. J. Canary, the champion trick bicyclist, was married at Meriden, Monday evening, August 4, to Sallie Hathaway of that city.

Barney M. Thayer, No. 5 Middlesex street, Chelsea, Mass., has been expelled from the club for conduct unbecoming a member.

"Cycling spirits of social and literary tendencies" have formed a club in Philadelphia and call themselves the "Tavern Talkers."

The Cycling Times asks: "Why should ladies race?" We reply by asking what would become of the race if it were not for them?

The Pope Manufacturing Company has presented Thomas Stevens with a bicycle, in recognition of his plucky ride across the continent.

D. J. Canary has accepted an engagement with the Anthony and Ellis roller skating and bicycling combination, at a salary of \$125 a week.

A new Victor tricycle of the pattern of 1884 arrived in San Francisco two weeks ago, being the first of this pattern to appear on the coast.

John S. Prince's mount is the Royal Mail, and he will ride it in all his races, the report that he is to ride a Rudge in future being erroneous.

A Liverpool bicyclist, who was riding down a steep hill near that city, was shot through a cottage window by the breaking of his machine.

Cycling is as popular in some parts of Ireland as in England, and many clubs are established, with regular meets and some pretty good records.

The Bicycling World has just issued some score sheets, which bid fair to meet a long felt want in establishing a uniform style of reporting race meetings.

Good English wheelmen are much annoyed because of the growth of betting on the races. At one meet it is stated that fifty "book-makers" were present.

William Collins, of Meriden, has made the trip from New York (Forty-second street depot) to Meriden, starting at 4.30 A. M., and arriving in Meriden at 8.20 P. M.

Second-hand bicycles are in great demand on the Pacific coast at the present time, and but few chances to get them. There seems to be a sudden growth of would-be riders.

The 'orse versus the w'eel is becoming a popu-

lar diversion on the other side. They make better time over there than in America because they drop their h's before starting.

The Macon *Telegraph* translates *tempus fugit*: "From the way old Father Time is humping himself, we are inclined to think he has swapped off his sickle for a bicycle."

The bicycle races at New Castle, Pennsylvania, Wcdnesday, August 6, at the fair, were a grand success. The races were run amid the greatest excitement, fully 5,000 people being present.

A. H. Overman, of the Overman Wheel Company, has received a patent in England upon his excellent saddle, seat spring, and ribbon steering, now used on the '84 pattern of Victor tricycle.

F. R. Cook and W. J. Munro, of the San Francisco Bicycle Club, rode from San Francisco to San Jose and back, a distance of about 103 miles, in 10h. 20m., starting on Saturday evening, Aug. 9.

September 9, admission day, will be celebrated by the Merion Cricket Club, with a field day on the grounds of the Olympic Club in Oakland. A number of interesting bicycle events are promised.

Philadelphia has four schools for teaching the use of the tricycle and bicycle, and it is a common sight to see in the course of an afternoon dozens of riders on hired machines taking a run through Fairmount.

As showing what vile uses the tricycle may be put to, a patent medicine firm in Boston is using one to advertise a never-failing corn cure, by parading up and down Tremont street with a placard on either side.

F. Sutton, the English flier who was to visit the Springfield meet, was violently thrown from his bicycle, breaking his shoulder bone, which will probably prevent his appearance this side for the present season.

The Wheel World for August presents as a frontispiece a finely engraved portrait of Robert Cameron, president of the West Lancashire Club. He looks as if it wouldn't take much to make a Yankee of him.

Fourteen States have now divisions of the League. In point of membership, New York leads, with a roll of over 1,000 names. It is uncertain whether Massachusetts or Pennsylvania takes second place.

The Dublin Evening Telegraph has introduced tricycles for the purpose of carrying the papers to the various city stations. The rough paving of Dublin, however, is likely to interfere with the success of the enterprise.

"English as she is spoke" in England sometimes quite gets away with us. The employes of Iliffe & Sons' Cyclist Printing Works had, one day in July, what they call a "Wayzgoose." It was something like a picnic with variations.

On Sunday, July 20, the San Francisco Bicycle Club held its first run to the suburban village of San Rafael. Captain Eggers and Messrs. Gibson, Cook, Day, Finkler, Munro, Feintuch, Ehrenberg, Neil and McLaughlin participated in the trip.

The Bicycling World is following in the footsteps of the leading English wheel papers in offering prizes for the best composition. The World's offer is \$25, \$15 to the first, \$10 to the second, for the best article, for this "novices' column," said article to contain about fifteen hundred words.

Scuri, a single wheel rider of Italy, is about to visit the United States. It is said that, as a boy, he was unable to walk, being crippled in his legs; but, by practicing on a small tricycle, he gradually developed the defective limbs, and is now an athlete.

The Century for September contains an interesting article on tricycling from Coventry to Chester. It is handsomely illustrated by Joseph Pennell, an enthusiastic wheelman, and vindicates the usefulness of the wheel as an adjunct to entertaining literature.

Fred S. Lafferty, a son of Captain Lafferty, of San Francisco, has been compelled to give up his wheel, of which he was very fond, because of an appointment to the United States Military Academy at West Point. He starts for the Point early in September.

The Wheel World for August has an illustrated and descriptive article on wheeling, entitled "A Peep into the Past," with illustrations of B. Smythe's traveling car, invented in Liverpool, January 25, 1817, a quaint machine, having one large and one small wheel.

A bicycle club has been formed at San Jose with the following officers: Captain, J. E. Gibson; lieutenant, Lloyd Moulton; secretary and treasurer, H. D. Boschken; bugler, A. Lotz. The club has a dozen members with fair prospects of a much larger number in a short time.

The cycling phenomenon of Washington is young Seely, aged 16, who can be seen nearly every evening flitting about the city on one wheel. He pays no attention to car tracks or grades, and takes curbstones without difficulty. He rode over three miles the other evening without dismounting.

They must have some crooked roads in Australia. It is reported from that far-off land that a cyclist riding rapidly, upon turning a sharp curve, became aware that there was a machine, or at least the hind wheel of one, in front of him. Upon dismounting he found it was his own hind wheel.

Tricycle road race, nineteen miles straightaway, up hill and down, in 1h. 14m. 40s. This is another laurel for the Victor tricycle, ridden by E. P. Burnham, of Newton, Mass., in the Boston Bicycle Club's tricycle road race, August 11. Mr. Burnham also holds the record in this country for one and two miles.

Buffalo Bill's late exhibition at Washington, typical of Western life, has set all the small boys of the capital city crazy over the "mighty lasso." Each boy of any spirit now possesses one of these motion arresters, and for want of better game has taken to roping in every stray cycler who comes around a street corner.

Truly, either Governor Cleveland or the "Star" bicycle must feel flattered at the following parallel drawn the other day in a strong Republican newspaper: "The Democratic ticket resembles a 'Star' bicycle, with the little wheel in front." If Hendricks reads this, it will console him for having to play second fiddle.—Ex.

The appearance of two cyclists on Kearney street, San Francisco, one night a few weeks ago, with lamps lit, caused considerable unfavorable comment. The street was crowded and the cyclists, notwithstanding this, continued their endeavor to force their way through the crowds on the sidewalks, until they were taken in hand by the police and obliged to dismount and trundle their wheels before them in the street.

A number of Royal Mail light roadsters were in the Chicago party in their run to Boston, and received much commendation for their lightness and strength, meeting with no accident, and standing the journey over rough roads even better than the heavy machines. This wheel is certainly making a fine record this year, and is gaining in popular favor.

The latest novelty in the wheel line, says the *Cyclist*, is an arrangement by which an ordinary bicycle can be used at will as the means of propelling a couple of canoe-shaped boats secured side by side. The large wheel, acting as a fly wheel, communicates motion to a screw propeller, or to paddle wheels. The patentees will shortly exhibit their invention in London.

In speaking of the Springfield tournament, the Mirror of American Sports says: "The bicycle tournament to be held September 16, 17, 18, and 19, at Hampden Park, Springfield, Mass., under the auspices of the Springfield Bicycle Club, promises to be not only the chief cycling event in America this year, but in point of interest and novelty bids fair to eclipse the famous gatherings of wheelmen across the water."

Abbot Bassett, representing the New England district of the L. A. W. racing board, has, with the authority of George D. Gideon, chairman of the racing board, sent a formal protest to the National Cyclists' Union of England, stating the facts in the ease of the championship race at Springfield which A. H. Robinson won, afterwards pawning the medal. He has asked that Robinson be not recognized as an amateur wheelman.

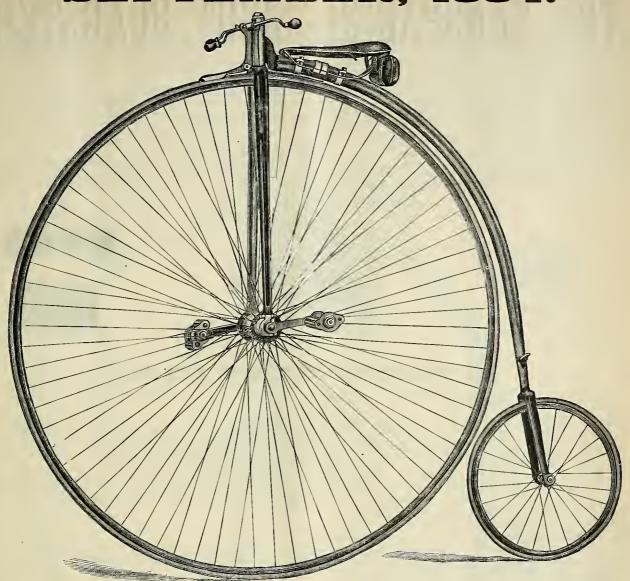
After all are rested from the exertions of September's meets, the Scranton (Pa.) Bicycle Club will give its first annual race meeting and third annual entertainment and hop, October 16. The track at the Scranton Club's city is one of the best, and fast time can be expected. Those who fail to secure a prize at the races in the afternoon may secure one at the hop in the evening. Go to the coal region of Pennsylvania, if you can, on October 16.

Mr. George F. Fish, a prominent American physician, has been for several months touring through Europe, and recently accomplished over one thousand miles of continuous riding about Leipzig, Dresden, etc., on a 48-inch Expert bicycle; he also competed *en route* in a number of races, and at Leipzig won a first prize. His greatest feat was 203 English miles inside of twenty-four hours; he has thus beaten every country's record—barring England.

The Springfield *Republican* scored a point in favor of bicycling. In speaking of the recent earthquake it says: "Not a single bicyclist, so far as heard from, who was on his wheel during the earthquake, felt the slightest shock. The machine was unknown when the last disturbance of this sort visited the city, and now that it has become no novelty in other relations, its successful resistance under this crowning test proves its practicability and worth under all circumstances."

Among the events which will take place at the Golden Gate Fair, early in September, is a bicycle race—free for all, one-mile dash; purse, \$100; first, \$50; second, \$30; third, \$20. This fact is particularly noticeable inasmuch as all other events on the programme are equestrian, and clearly demonstrates that the wheel on this coast is coming into prominence more and more each

SEPTEMBER, 1884.



# THE SANSPAREIL LIGHT ROADSTER.

THE STRONGEST AND LIGHTEST BICYCLE IN THE WORLD.

Weight of 50-inch Machine, ready for the road, 36 pounds.

SPECIALTIES: Tangent Spokes, Fluted Forks, Fluted Elliptical Backbone, Single Ball Bearings, Warwick Hollow Felloes, Andrews Head, <sup>7</sup>/<sub>8</sub> and <sup>3</sup>/<sub>4</sub> Moulded Rubber Tires, Dropped Handle-Bars, DETACHABLE CRANKS, Duryea Combined Spring and Saddle.

### FINISH.

**B**—Head, Handle-Bar, Brake, Cranks, Bearings, and Hubs nickeled on copper; Wheels, Forks, and Backbone, Harrington's enamel (by Harrington), either plain black or delicately striped in gold and color.

C2-Wheels enameled; balance nickel-plated.

### PRICES:

Machine complete, as above, with Handy Tool Bag containing oil can and spanner,

50-inch, "B" finish, \$130 00 50

50-inch, "C2" finish, \$142 00

Each rise of 1 or 2 inches, \$2.50 extra.

EXTRAS—Ball Pedals, nickeled, \$7.00; Rubber Handles, \$1.00.

Sizes in stock—48, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, and 60 inch.

# THE SANSPAREIL LIGHT ROADST

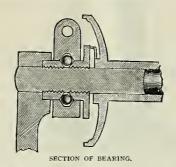
Light wheels no longer require to be pushed on the American market. The success of the SANSPAREIL LIGHT ROADSTER and other light wheels which followed it has been unprecedented, and in many instances, where ordinarily good roads exist, they have entirely superseded the heavier and more lumbersome full Roadsters.

and more lumbersome full Roadsters.

By light wheels we mean those that weigh, say, from 35 to 40 pounds; by heavy wheels, those that weigh from 45 to 50 pounds. Such a difference in weight can be appreciated only by those who, having ridden a heavy wheel for a season, try a light one for their second mount. Hills that formerly were insuperable are ridden with comparative ease, journeys that formerly were accomplished only with fatigue are finished with a freshness scarcely credible, and a speed may be attained and continued which on a heavy Roadster would have been impossible. These are axioms. So also is the fact that a light wheel can be built as strong as the heavier one; but, to accomplish this, radical changes in construction are indispensable. The solid rim must give way to the hollow; the direct spoke to the tangent or laced; the large and heavy gun-metal hub to the thin steel flange with hollow axle; the inch tire to the \$\frac{7}{8}; \top the several pounds of unnecessary weight are saved and the machine is none the less strong.

Besides these general principles, enjoyed in common with other light machines, the SANSPAREIL LIGHT ROADSTER possesses features which appear in no other machines, and to these are due, in great part, its superlative excellence, superior strength, and adaptability to use on American roads. A careful perusal of the annexed specification will enable one to judge of the superiority of the SANSPAREIL LIGHT ROADSTER.









### SPECIFICATION.

- 1 .-- Warwick Patent Hollow Rims (see eut). These Rims are the lightest and strongest of all the Hollow Rims, and are proof against
- 2.-- Tangent or Laced Spokes, 72 to front and 24 to rear wheel, of specially prepared steel wire, No. 14 B. W.G. These Spokes are laced at an angle of 35 degrees, thus crossing other Spokes before reaching the Rim. Where the Spokes cross they are firmly soldered to prevent rattling. At the Rim they are firmly secured by lock nuts, thus rendering the removal of a broken Spoke and the substitution of a new one an easy matter. This makes an exceedingly light and strong frame, on which are cemented 1/8 and 1/4 Moulded Pava Rubber Tires.
- 3. -- Detachable Cranks, 41 to 51 inch throw. The importance of Detachable Cranks cannot be over-estimated.
- 4. -- Single Ball Bearings, dust-proof and noiseless, to both wheels. Those to the front wheel (see cut) are made on the well-known Columbia principle, and are the same as those on the Expert except that the axle and cones are threaded and the adjustment cone is held in place by a spring plunger. Perfect adjustment may be secured in five seconds. These Bearings are marvelously easy-running, durable, and steady.
- 5. -- Parallel Pedals, with Hancock non-slipping rubbers.
- 6. -- Andrews Patent Head, with long centers.
- 7. -- Fluted Hollow Front Fork, (see cut,) of the best weldless steel tube.
- 8.-- Fluted Hollow Backbone, (see cut,) of the best weldless steel tube. This section of Backbone is the strongest now in use, and is most elegant in appearance. It is proof against twisting and spreading. This is the only Machine on the American market that possesses this feature.
- 9. -- Handle -Bar, tough steel, 26 inches long, dropped 11 inch.
- 10. -- Cyclist D. L. S. Brake, short fulcrum and long spoon.
- 11.-- Duryea Combination Spring and Saddle, made especially for this Machine. This is the most comfortable and easy Saddle now made, as attested to by hundreds of riders. It permits a larger Machine to be ridden with ease, does not chafe the rider, and places him in the right position for hill climbing. The Combination Duryea is not uncomfortable for coasting, as was the case with the old style Duryea.

### Every part of this Machine kept in stock.

Each Machine is fitted with Handy Tool Bag containing Spanner, Spoke Nut Key, and Oil Can.

### TERMS:

CASH WITH ORDER. - When cash accompanies order on retail purchases we will prepay freight to destination anywhere east of the Mississippi River.

C. O. D.— By Express, with privilege of examination, on receipt of \$10 to cover transportation charges both ways in case Machine is not accepted.

### SAMUEL T. CLARK & CO.

SOLE IMPORTERS,

BALTIMORE, MD. 2 AND 4 HANOVER STREET,

Reliable Agents wanted everywhere.

Terms on application.

THE-

# American Club Bicycle,

THE HANDSOMEST AND MOST ELEGANTLY FINISHED FULL ROADSTER IN THE WORLD!



Patentees and Sole Manufacturers,

### THE COVENTRY MACHINISTS' COMPANY, LIMITED,

COVENTRY, ENGLAND,

Makers to H. R. H. the Prince of Wales.

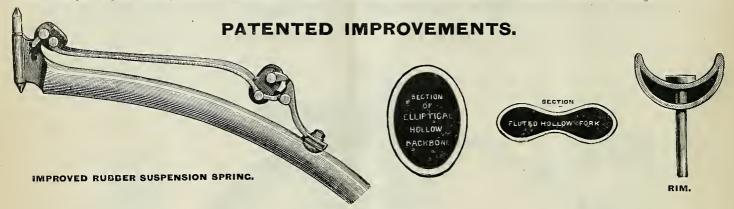
### SAMUEL T. CLARK & CO.

2 and 4 Hanover Street, - - BALTIMORE,

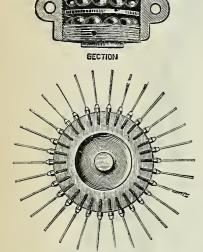
IMPORTERS AND SOLE AGENTS FOR THE UNITED STATES.

### THE AMERICAN CLUB.

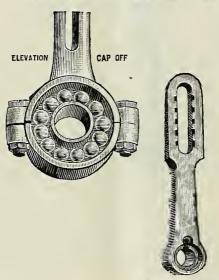
The annexed engravings will show the general appearance of this truly magnificent Bicycle, and the patented improvements which are owned exclusively by the COVENTRY MACHINISTS' COMPANY, LIMITED, and are to be found only on machines of their manufacture. It is safe to say that no machine in England enjoys a more enviable reputation than the celebrated Club. It combines the results of the vast experience of the oldest and largest bicycle manufacturers in the world, and is unequaled for **perfect workinganship** and finish. It is in no sense a cheap Bicycle. On the contrary it is the highest priced machine on the American market, but it is perfection of its kind in style, material, workmanship, and careful attention to detail. These points, together with the patented improvements, make the American Club the most desirable bicycle on this or any other market for those who want elegant mounts.



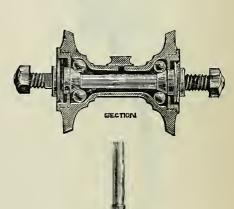
### DUST PROOF BEARINGS.



STEEL HUB. Showing direct action, large ended spokes with patent lock nuts.



PATENT CRANK.



SPOKE.

### SPECIFICATION.

- Improved Patent Rubber Suspension Spring, securing isolation from metallic vibration. A marvel of ease and comfort.
   Fluted Hollow Front and Back Forks of best weldless steel tube.
   Elliptical Backbone of best weldless steel tube.
   Andrews Head, long centers and deep neck.
   Adjustable Double Ball Bearings to front wheel and Adjustable Single Ball Bearings to back wheel, both of improved pattern, perfectly dust proof, noiseless and easy running.
- Improved Patent Hollow Felloe, rendering buckling impossible.
   Haucock Non-Slipping Tires.
   Direct, Enlarged Ended Spokes, screwing into Steel Hubs and secured by patent Lock Nnts, rendering a loose spoke almost impossible.
   Patent Detachable Cranks, doing away with the unsightly tangent pins.
   Straight Handle Bar, 26 and 27 inches, horn ends.
   Grip Lever Spoon Brake, shaped to prevent slipping of fingers.
   Handy Tool Bag, containing tools and oiler.

### IMPROVEMENTS

Used only on this machine and patented by the COVENTRY MACHINISTS' COMPANY:

CLUB HOLLOW RIMS, CLUB DOUBLE BALL ADJUSTABLE BEARINGS, CLUB SINGLE BALL ADJUSTABLE BEARINGS, DIRECT LOCKED SPOKES, PATENT DETACHABLE CRANKS, RUBBER SUSPENSION SPRING.

### FINISH.

- B2 Usual bright parts nickeled on copper, balance (including spokes) enameled plain black, full polished by John Harrington.
   B3 Same as above, except that spokes are nickeled.
   C Full nickeled, except rims.

### PRICES:

Machines crated F. O. B. 50-inch Machine, B2 or B3 finish, . \$145.00 Each rise of two inches \$2.50 extra.

SIZES in stock, 48, 50, 52, 54, 56, 58

### EXTRAS.—Club Ball Pedals, nickeled, \$7.00. Rubber Handles, \$1.50.

#### **TERMS:**

C. O. D. by express, with privilege of examination on receipt of \$10 to cover transportation charges both ways, in case machine is not accepted. CASH WITH ORDER.-When cash accompanies order we will prepay freight charges to destination, anywhere east of the Mississippi River. year. For years the speed programme at this state fair has been confined to exhibitions by

The latest development of tricycle traveling, as recorded by the captain of the City of London Bicycle Club, is somewhat astounding. A gentleman traveled, it seems, from London to Bath with his two children and certain luggage in a wicker basket, and their weight of 144 pounds "facilitated rather than hindered speed." On this principle a man with a large family has only to heap up his tricycle with children, and pile his wife and mother-in-law on top, to increase his speed indefinitely.

George M. Hendee showed his prizes, medals, and silverware, to the New Haven wheelmen and others at his brother's house in New Haven the other night, giving the rooms the appearance of a jewelry store. He has twenty prizes, all first except the second prize won in the race with Frank Moore here, September 20, 1882. He won his first medal at the New England Fair in Worcester in 1882 for fancy riding. His second was won at a club race in this city the same year. They aggregate in value nearly \$4,000.

The managers of a number of district fairs and agricultural associations throughout the interior of California have issued circulars to all prominent riders asking them to compete in their bicycle races. They overlook the fact that amateurs cannot compete in a race for money prizes without rendering themselves liable to suspension or expulsion from amateurdom. They should send a list of such races to George H. Strong, who is the representative in San Francisco of the racing board of the League of American Wheelmen.

Referring to the expenditure of energies in big feats, the London Saturday Review very sensibly considers these to be without the province of legitimate sports, declaring the legitimate range of athletic sports to be limited at that boundary where the natural forces of an ordinary individual begin to be overtaxed. "Sensational feats or trials of mere physical strength may be applauded by the multitude; but probably the most sensible and satisfactory rule is to draw the limit about where we have drawn it," a rule that is very generally observed in this country.

The Wheel World for August gives an account of a manumotive carriage, exhibited in England in 1839 by a Mr. Revis, which embraced principles which were patented only about fifteen years ago as applied to the modern cycle. An account is also given of another machine, called the "British Facilitater," which was invented in Liverpool in 1819, which involves the principles contained in several English patents granted within three years. Cuts illustrating both machines are given, and the cyclist will say, in looking at them, that after all "there is nothing new under the sun."

A year ago there was much talk in England about "two-speed gears." Several companies were going to revolutionize the tricycle business by the application of these so-called improvements. To-day they seem to be a thing of the past. Cycling papers say nothing of them, and none of the large English makers are using them. The reason is not far to seek. Greater complication, more lost motion, increased weight and friction, decreased momentum, dead centers multiplied,—all this for the purpose of making a rider think he is doing less work, when in reality he is doing far

more, on account of this two-speed gear. We live and learn.

Roland G. and Arthur A. Gamwell, of Providence, have arrived home from a pretty thorough trip on wheels through Europe. The trip included a voyage to the Azores and Madeira Islands, and a run through Portugal, Spain, Southern France, Italy, Switzerland, and by way of Paris and Havre to England. Their route, many times, was pursued through a country devoid of railroads, and hence untraveled by the average tourists, and full note books attest the great amount of profit gained from their pleasure. They had a good time, and their mishaps were just sufficient to spice their travels and give them something to laugh over at the recollections.

F. R. Cook, of San Francisco, not satisfied with holding the half-mile record for the Pacific coast, announces his intention to beat the record for the United States, which means that he intends beating Hendee. This is certainly a very laudable endeavor for so young a wheelman. At the same time it does not mean that he will succeed in accomplishing his purpose. Riding a half-mile in four or five seconds less time than a person has ridden it in before, cannot be accomplished by the paltry training of three or four months, no matter how hard a man may work for that time. The trial will take place on admission day at the field games of the Merion Club.

We should judge from the following, that the editor of the *Mirror of American Sports* is about to join the cycling ranks. Witness his declaration: "Chicago has the fastest trotting track; the finest race-course; the most enterprising business men; the greatest sport-loving population of any city in the United States; but no bicycle track. However, we are endeavoring to impress this fact upon the receptive minds of our local wheelmen, and live in hopes. We give notice to Springfield, Philadelphia, Boston, Pittsfield, Cleveland, Albany, Buffalo, and other cycling centers, that in 1885 Chicago will have a track and a tournament. Then we can crow."

William Collins, of Meriden, has the longest American straightaway record for twenty-four hours. July 8, at 12 o'clock midnight, he started from Meriden for Nashua, N. H.; left Hartford at 2.45, Springfield 6.15, Palmer 9.40. Dr. Rust, of the Meriden Wheel Club, received postal cards signed by parties at the various cities and towns on the route. Mr. Collins arrived at Pepperell, N. H., ten miles from Nashua, at 10 o'clock, but lost his way in going from there to Nashua, and did not arrive in Nashua until ten minutes past twelve. The whole distance covered in that time was 155 miles. He made over 150 miles inside the twenty-four hours, measured by an Excelsior cyclometer.

Good road riding in California commences in spring and continues until about the middle of harvest, say the first of July. Before that time the rains keep everything in a muddy condition. After, until the fall rains set in, it is too hot for comfort, and by continued use the roads as a general thing become cut up and full of deep, loose dust. Riding through the interior is only pleasant west of the first range of mountains nearest the ocean. The sea breezes which creep in from the Pacific render the atmosphere in this section delightful, and the roads are unexcelled. East of the range of mountains alluded to, which extends up and down through the entire State, it is hot. There are as a rule no protecting trees to afford a

shelter to the cycler from the burning sun, and, owing to the poor roads, three-quarters of the riding is walking.

The novel sight of a Chinaman riding a wheel was seen in Napa a few weeks ago. The Mongolian hugged his saddle like grim death. Every once in a while his blouse or baggy pantaloons would catch in the machine and he would take a header. After brushing the dust off and examining himself to see if he was fatally injured, he would grin at the crowd of youngsters who had gathered around him to see the sport, and would tackle it again. He started from one end of the town to go to the other, and with that purpose in view took the broadest and smoothest street that there was. But before he arrived at his destination, it is reported that he covered every square inch of the roadway and the sidewalks on either side of it.

Consumers generally give little thought to the magnitude of the tobacco business, and it is only by actual figures that they can be made to comprehend its importance. Even then the average mind is bewildered at the figures. P. Lorillard & Co., manufacturers of the celebrated Climax, Red Tin Tag Plug Tobacco, and the largest manufacturers of tobacco in the world, produce about one-sixth of all the tobacco consumed in this country, although there are 773 other manufactories in the United States. The total consumption in this country, according to actual statistics for 1883, was 139,783,782 pounds, of which P. Lorillard & Co. furnished 24,747,289 pounds as follows: plug tobacco, 19,028,456 pounds; fine cut, 2,239,444; smoking, 2,375,994; snuff, 1,103,395. This is equivalent to about 83,000 pounds per day for every working day in the year. The tax paid to the government on this product by the above firm the last year was \$2,581,999.65, or \$8,606 for each working day of the year. Astonishing as these figures appear, the firm is annually increasing its product, the increase for 1883 over that of 1882 being 5,341,000 pounds. Who will claim in the face of these figures that tobacco has not become a necessity instead of being a luxury, as it has been so long regarded?

The Columbia swing spring combines the best combinations of three different inventors toward the solution of the difficult problem in bicycle seat springs. The jar incident to all riding must be either vertical, lateral, or fore and aft, or a combination of two of these. The wheel itself and its freedom of motion relieve sufficiently the lateral jar, it has been found; and lateral yield in the spring, to any considerable extent, gives an unsteadiness of the seat which has condemned for most riders several otherwise good springs. The ordinary bolted clip spring is, where well made, sufficient relief from the vertical jar. But the fore and aft jarring caused by meeting obstructions to the large wheel, and the constant vibration of the small wheel, has hitherto found no efficient relief except with springs otherwise very objectionable. This last difficulty the Columbia swing spring overcomes by means of two pendent links combined with other parts in a peculiar way, so as to allow a fore and aft motion of the seat to a limited but sufficient extent to stop vibration, and to ease the rider over considerable obstructions. In averting headers it is a safety device beyond any other in the market. This spring is only applicable to the Expert Columbia bicycle, and on that machine is readily interchangeable for the one usually sold with it heretofore.

Cycling in California seems to be on the increase, notwithstanding club enthusiasm at the present time is decidedly lukewarm. The bicycle is a mode of locomotion which in its application resembles the horse and buggy. A man owning a machine can go over nearly every road accessible to a horse. If he joined a club when he first learned to ride he soon forgets his club and strikes out by himself. If he be at all a good rider, or adventurous, the confining restraints of a club ride are soon shaken off. He does not care to go over a route with mechanical accuracy. He would rather strike off here and there into some pretty by-road, and loiter along, stopping when he pleases, going on again as his inclination prompts him. Such a spirit seems to characterize California wheelmen. They are naturally of an inquiring turn of mind and a marauding disposition, and more inclined to roam off in twos and threes, to the ultimate dissolution of the clubs. The prime objects of the organization of the clubs in the large cities having been accomplished in the obtaining of the use of the roads in Golden Gate Park in San Francisco, and the streets in Oakland, their dissolution is imminent unless they wake up and bestir themselves. When a new club is organized it is enthusiastic for about three months. Thereafter the members generally adopt a privateering career.

There is a young man in San Francisco who promises to become one of the "little giants" before the year is out. His name is F. R. Cook and his age is about 18. Six months ago he mounted a wheel for the first time. Experienced men at once sized him up as having the stuff in him to make a first-class rider. He made his first appearance in public at the annual spring meeting of the Olympic Club at Oakland, where he was entered to ride in the one-mile maiden, the halfmile scratch (open), and the five-mile handicap (open). Cook won the first event in 3m. 19 1-2s., beating W. H. Gibbons and J. A. Sheldon, easily. His opponents in the half-mile scratch race were Harry Tenney, F. W. Gibson, H. C. Finkler, and E. Mohrig, all old and experienced riders, and the last named two being particularly strong on the Olympic track. The race was in heats. For the first heat, Tenney had a walk over, his opponent not putting in an appearance. The second heat was won by Finkler in 1m. 31 1-4s. For the third heat, Cook had a walk over, his opponent, H. C. Eggers, president of the San Francisco Bicycle Club, not putting in an appearance. The fourth and deciding heat was won by the maiden, after a brilliant struggle, in 1m. 29 1-4s.; Tenney second, and Finkler third. This time is now the best amateur time for that distance on the Pacific coast, and is only beaten by the best professional time, made by T. W. Eck at San Jose last April, by I 3-4 seconds.

Bicycling is to day the most popular sport in this country, and nothing creates so much enthusiasm as a gathering of wheelmen. The Newark Advertiser says about a recent gathering of wheelmen in that city: "The bicycle clubs, Essex of Newark, Orange Wanderers, Elizabeth Wheelmen, Passaic County Wheelmen, Æolus Bicycle Club of Paterson, Staten Island Wheelmen, Plainfield Bicycle Club, Hudson County Bicycle Club of Jersey City, Knickerbocker Bicycle Club of Brooklyn, and visiting wheelmen from all parts of New Jersey met in this city last night to have a moonlight and Chinese lantern parade. Had the wheelmen been permitted to retain their

formation it would have been one of the most beautiful sights ever seen, but the populace crowded upon them so closely that it was with difficulty they could proceed even in single file, and many of the men had to dismount altogether. The people who had gathered on Broad street below Market to witness the parade were entirely disappointed, as the crowd packed the junction of Broad and Market streets in such numbers it was impossible for the wheelmen to get through. The way was blocked with baby carriages and with men and women with children in their arms. They acted like idiots, one and all, for when it was evident that there could be no display on account of the pressure, they crowded still closer. It would be a good idea to give the parade again, and have a squad of mounted men to keep the streets clear. There must have been 25,000 people in the streets at one time last evening. The parade was under the direction of the New Jersey wheelmen of Newark. About one hundred and fifty wheelmen assembled at Zacharias & Smith's Bicycle School, corner of Bridge and Broad streets, where they were furnished with lanterns and attachments. At 8.30 o'clock the wheelmen formed in the upper part of Military Park, and then came down Broad street to Market, and went up Market to High, to Central avenue and on to Orange. There were about fifteen ladies riding tricycles in the parade in Orange. The wheelmen were served with a fine collation at Riker's restaurant, Orange, after which they returned home."

On the 15th of July, H. C. Finkler, of the San Francisco Bicycle Club, accompanied by A. M. Wapple, and carrying 25 pounds of luggage, started on a 52-inch light roadster for the initial tour about California. San Jose was reached at 4 P. M., where a halt was made. Total distance wheeled for the first day, 56 3-4 miles. Half of the next day was spent in examining the New Almaden quicksilver mines in Santa Clara County, the greatest in the world. Starting again in the afternoon the cyclers wheeled through Gilroy and took the easterly road to San Felipe, where the night was spent beneath the hospitable roof of Mr. Chester Wood, the resident bicycler. Distance for the second day, 41 miles. Accompanied by Mr. Wood, the wheelmen started on Wednesday morning for Hollister. Here they were met by the Hollister Club, captained by Dr. George Wapple. Distance for the third day, 24 1-4 miles. Here Mr. Wood and Mr. Finkler's partner were left, and the latter gentleman commenced his fourth day's journey alone. The San Benito river was forded and San Juan reached in time for breakfast. After spending an hour or two in viewing the old mission San Jose church, the road was again taken. At the base of the San Juan mountain, Mr. Finkler dismounted and walked over. Again mounting, Salinas was reached in time for lunch, the adometer registering a total of 148 1-2 miles traveled. After lunch the road was again taken. The Salinas river was forded and the seashore at Monterey was reached. Distance for the day, 55 1-2 miles. Starting the next morning Castroville was reached. Distance for the day, 21 3-4 miles; the entire distance traveled, 199 1-2 miles. With a strong wind at his back the cycler renewed his march the next morning. Gilroy was soon reached. Madrone was the stopping point for that day. Distance traveled for the day, 48 1-2 miles; total distance thus far, 247 1-2 miles. Saturday showed the roads in this vicinity superior to any in the State. After running into San

Jose, a tremendous climb ensued, and although the roads were smooth at the beginning, their steepness soon became very apparent, and had it not been for the lightness of the wheel (34 pounds), the distance of 25 1-2 miles to reach an altitude of 4,440 feet in 1 1-2 hour, including numerous stops, the last 6 3-4 miles of which being 2,270 feet, could never have been accomplished. When the Lick observatory on the top of Mt. Hamilton was reached, a tempting spread was prepared through the courtesy of Mr. C. M. Plum, Ir., son of one of the trustees. Total distance for the last day of the week, 50 1-2 miles. The ride down the mountain to the Junction was very rapid, particular attention being paid to the brake, as a light, drizzling rain was falling. The start for home was made the next morning; Milpitas, Washington Corners, San Lorenzo, San Leandro, the Olympic Club grounds, were successively passed through and Oakland piers finally reached. At 5 P. M. the starting point in San Francisco was reached, making a total distance of 3So 3-4 miles wheeled. The journey for the last day was 83 miles. After a short rest the boat to Petaluma was taken. That town was left at six o'clock on the morning of June 24, with a strong head wind blowing from the north. Before halting for breakfast 16 1-4 miles were covered. From Santa Rosa to Healdsburg the roads were found to be in fine condition. Total distance thus far, 416 1-4 miles. Tuesday evening the cycler stopped at Healdsburg. Distance traveled, 434 1-4 miles. Next morning the start to Hopetown, 16 1-4 miles distant, was begun. Owing to the rugged adobe roads and steep hills most of that distance was traveled on foot. Approaching Ukiah, the Russian river was forded and the wheelman found himself in the most beautiful scenery in California. Ukiah was reached after a journey for the day of 42 I-4 miles and for the trip of 476 1-2 miles. The next day the cliffs surrounding the Blue Lakes, 12 miles from Ukiah, were reached. With fair roads and a down grade Lake Port (502 3-4 miles) was entered at midday. Leaving in the afternoon, Kelseyville, Coal Creek Farm, and Glenbrook were successively passed through. The day's journey of 46 3-8 miles was terminated at the last named town. Total distance traveled, 522 5-8 miles. Friday's trip was begun early in the morning and Healdsburg was reached at 6 o'clock in the evening in the midst of a heavy rain storm. Next morning the roads were too muddy to ride, so the start was delayed until 2 o'clock in the afternoon, by which time they had sufficiently dried to make riding possible. The return trip to Sacramento and the Feather river was accomplished by the last day of the second week. Total distance traveled for the trip thus far 686 1-4 miles. At Sacramento Mr. Finkler was met by the Sacramento Bicycle Club. captained by Mr. R. A. Flint with Lieutenant Lindly and Lampert in position. Messrs. Rideout and Cowen accompanied Mr. Finkler about half the distance of the latter half of his trip. Mr. Finkler reports having gained 5 1-2 pounds during his trip. The riding on the last day of the trip was remarkably good. Starting from the corner of Twenty-fifth and Mission streets, San Francisco, after having ridden down on the cars from Sacramento, the cycler took the Santa Clara Valley roads and covered 100 3-4 miles, to Hollister, in one-half day and fifteen minutes. Total distance traveled during the vacation, 787 miles. Total number of revolutions of the wheel for the trip, 304,569. This trip clearly demonstrates the feasi-

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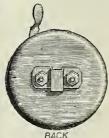
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bility of the use of the bicycle as a mode of locomotion for tourists throughout the State, and it is to be hoped that other California riders will follow Mr. Finkler's example and spend their vacations on the road. The sights to be seen and the physical good done by such a trip cannot be described.

### Items of Interest.

An electric tricycle is being imported from England.

The Boston Bicycle Club was organized February 11, 1878.

D. J. Canary is only twenty years old and his bride seventeen.

W. R. Pitman won the championship, July 4, 1878, in 3m. 59s.

Fred DeCivry and H. O. Duncan have ridden five miles in 16m. 32s. on a tandem.

Scotland has forty-two bicycle and tricycle clubs; Ireland twenty-four, and Germany eighteen.

Messrs. Marriott and Bird rode 231 miles in twenty-four hours, July 26, on a Humber tandem.

Mr. C. H. Ross, of the Albany Club, has recently accomplished 109 miles within twenty-four hours.

John A. Landers of Lynn, made a 100-mile bicycle road ride on July 17, in 10 hours 25 minutes.

J. S. Whatton, at Cambridge, England, recently rode the last quarter of a two-mile race in 37 1-5 seconds.

Liles, who recently won the five-mile tricycle championship of England, rode the last quarter in 40 1-5s.—a 2.40 4-5 pace.

Among the classified members of the Cyclists' Touring Club are ten noblemen, 342 ladies, 1,047 professional men, and 7,357 tradesmen.

B. F. Fields, Jr., of the Nashville Bicycle Club, recently rode ninety-two miles on his bicycle from Nashville to Murfreesboro, and fourteen miles farther and return.

The July I statement of the Cyclists' Touring Club shows the total membership to date to be 14,787; hotels and recommended inns, 1,341; councilors, 93; consuls, 763; repairers, 759.

A tour round the Lake of Geneva has been accomplished on a tricycle in a day by Mr. Hutchinson, member of the Alpine Club. The time occupied was 11 hours, distance 112 miles.

F. DeCivry and H. O. Duncan have established a tandem tricycle record for France, by covering five-miles in 16m. 32s. The time is astonishingly fast and is the best on record for any country.

Karl Kron's daily average of bicycle riding in 1883 was 31 1-2 miles, or a total of 3,534. His longest record on a single machine was 3,840 miles, on old "No. 234," during the twelve months ending April 14, 1884.

Charles L. Wiggin, of the Maverick Wheel Club, East Boston, has joined the list of century makers, having covered 101 1-2 miles on July 28. Total time, 15h.; actual time, 11h. 25m. Longest ride without a dismount, 17 miles; time, 1h. 35m.

The record races at Springfield, this year, will prove the most interesting races ever held, making a ten-mile race full of excitement, as a struggle comes every half-mile; no waiting race, but all going for what they are worth.—*Bicycling World*.

How the records stood at the end of the year 1878: One mile, George R. Agassiz, 3m. 21 I-2s.; two miles, H. E. Parkhurst, 8m. 32s.; three miles, W. R. Pitman, 11m. 54s.; five miles, W. R. Pitman, 21m. 7s.; twenty miles, George R. Agassiz, 1h. 46m. 45s.

The racing machines used by the foremost professional riders of England and France are as follows: Howell, Rudge; Wood, Humber; Keen, Eclipse; James, Rudge; Battensby, Humber; Terront, Rudge; DeCivry, Rudge; Lees, Humber; Duncan, Rudge; Newton, Rudge.

H. J. Metcalf of the Boston Ramblers and Bijou Bicycle Clubs made a run of 107 1-4 miles within a day. His route was from South Framingham to Boston, thence to Brockton, back to Boston and then by a circuitous route to South Framingham. The entire distance was covered in eleven hours, including all stops.

Sydney Lee, amateur, on July 14, essayed to eclipse Nixon's performance of riding a tricycle 100 miles in 7h. 23m. 52 2-5s., on the Crystal Palace track, London, England. A stiff wind was greatly against the accomplishment of so stupendous a task, and Lee was compelled to abandon the undertaking after riding sixty miles in 4h. 37m. 15 3-5s. He will try it again.

The English champions for 1884 are as follows: H. A. Speechly, one-mile bicycle, won June 21; R. Chambers, five-mile bicycle, won June 28; R. H. English, twenty-five-mile bicycle, won July 26; F. R. Fry, fifty-mile bicycle, won July 19; C. E. Liles, one-mile tricycle, won July 12; C. E. Liles, five-mile tricycle, won July 12; C. E. Liles, ten-mile tricycle, won July 14; C. E. Liles, twenty-mile tricycle, won June 21.

The following statistics of the Chicago tourists have been compiled: Average size machine, 52 27-55 inches; largest machine, 60-inch Expert, ridden by Captain W. E. E. Peirce; smallest machine, 40-inch Facile, ridden by H. Allerton. The machines ridden were nineteen Experts, ten Rudges, nine Challenges, five Royal Mails, three Yales, two Stars, two Premiers, two Clubs, one Facile and one Invincible. The oldest member was President Bates, who is 51 years, and the youngest was W. L. Armstrong, who is 16. The heaviest weight was C. F. Vail, who had 182 pounds to his credit, and the lightest was F. G. King, who tips the scales at 100.

The fifty-mile amateur championship of England under the management of the National Cyclists' Union of England, was run at Crystal Palace, London, and won by F. R. Fry of the Clifton Bicycle Club by a yard; C. S. Wady, second; J. Nichols, third. Following is the score:—

			0		
files.	н. м. s.		Miles.	H. M. S.	Leader.
1	3 07	Fry.	26	1 23 29	Fry.
2	6 15	Fry.	27	1 27 06	Fry.
3	9 25	Tacagni.	28	1 30 25	Fry.
4	12 25	Tacagni.	29	1 33 40	Cole.
5	15 44	Fry.	30	1 36 57	Cole.
6	18 53	Tacagni.	31	1 40 26	Fry.
7 8	22 05	Cole.	32	I 43 45	Fry.
	25 17	Tacagni.	33	1 47 13	Fry.
9	28 28	Fry.	34	1 50 35	Fry.
0	31 41	Tacagm.	35	1 54 03	Fry.
1	34 59	Fry.	36	I 57 44	Fry.
2	38 15	Tacagni.	37	2 01 32	Fry.
3	41 20	Fry.	38	2 5 31	Wady.
4	41 39	Fry.	39	2 9 23	Wady.
4 5 6	47 52	Cole.	40	2 12 50	Fry.
6	51 01	Cole.	41	2 16 54	Fry.
7 S	54 17	Tacagni.	42	2 20 35	Fry.
	57 24	Fry.	43	2 24 19	Fry.
9	1 00 34	Tacagni.	44	2 28 10	Fry.
o	1 03 52	Fry.	45	2 32 00	Fry.
1	1 07 14	Cole.	46	2 36 06	Fry.
2	1 10 29	Fry.	47	2 40 05	Fry.
3	1 13 43	Fry.	48	2 43 57	Fry.
4	1 17 5	Cole.	49	2 47 46	Fry.
			ro.		

#### RACE MEETINGS.

PROVIDENCE BICYCLE CLUB.

The first annual race meeting was held at Narragansett Park, Providence, R. I., August 2, and was attended by several hundred persons. The weather was delightful, the track in fine condition, and the racing generally close. Results:—

#### Half-Mile Race.

	MIN.	SEC.
G. S. Walker, 1st,	I	33 1-4
J. M. Magoon, 2d,	I	33 3-4
J. W. McAuslan, 3d.		
· One-Mile Race.		
V. W. Mason, 1st,	3	21 3-4
J. W. Watson, 2d,	3	22 3-4
G. R. McAuslan, 3d.		
Three-Mile Race, Open.		
Fred Binford, 1st,	10	48
A. B. Mann, 2d,	10	49 1-4
J. M. Magoon, 3d,	10	50 1-2
Five-Mile Race, Championsh	ip.	
J. W. Watson, 1st,	18	58 3-4
J. M. Magoon, 2d.		
G. R. McAuslan, 3d.		
One-Mile, Consolation.		
J. W. McAuslan, 1st,	3	37 3-5
C. S. Wady, 2d.		
G. R. McAuslan, 3d.		

#### SOCIAL CHARACTER OF ATHLETIC SPORTS.

Bodily exercises imply society and a social disposition; for, if a solitary person, like Robinson Crusoe or Enoch Arden, were to be found daily practicing with the bars and rings, we should suspect him, not of social, but of ominously selfish and morbid tendencies. The pleasure of being strong lies in the fact that others are strong around us, thereby furnishing us with companionship and competition, which are the fuel of life. Health is, or should be, incidental to this pleasure; that is to say, I question the propriety of making health the deliberate object of exercise. Let it come if it will; but it will come none the slower if you forbear to be on the watch for it. To make yourself strong for the sake of your private health is the analogue of obeying the decalogue for the sake of your private crown; there is something unpleasantly unsympathetic about it. But be strong because mankind at large will be better if all men become physically more efficient, and the other blessings shall be added to you. Moreover, apart from the stimulus of example and fellowship, it is doubtful whether one man in twenty will take the trouble regularly to exert himself. Unless there be some motive outside himself he will soon cease to think it worth while. Dr. Winship used to say that he never would have made himself the man he was but for the purpose he had formed to thrash a certain offensive upperclass man in college; and Mr. William Blaikie began his athletic career an apparently hopeless consumptive. Dr. Winship lifted three thousand pounds, and Mr. Blaikie pulled stroke of the Harvard crew in their great race with Yale; but it would be useless to tell me that the desire to thrash a man or heal a diseased lung had more than the minutest share in bringing these results about. If it had not been for the gymnasium, with its jolly society of zealous and emulous young gymnasts, Winship would never have lifted his own weight, and Blaikie would have been, at best, a valetudinarian. The fame of the Olympic and Isthmian games

still echoes in our ears; but it was not the games that made Greece go to see them; it was Greece going to see them that made the games. In the same way I have noticed that the university crews of Oxford and Cambridge, for example, profess to be superbly indifferent as to whether the British public on the day of the race lines the river-bank from Putney to Mortlake; indeed, they have lately undertaken to intimate that they would prefer to have the public keep away. But no one knows better than they themselves that were the public some day to take them at their word, not only would the crews never find the energy to get themselves into condition, but, were that difficulty overcome, they would never find it in their hearts to pull further than Hammersmith Bridge, near which there is a very good ale-house. I do not wish, however, to run this theory into the ground; I only wish to indicate that athletics are essentially a popular pursuit, conducive to good citizenship, and the cultivation of which, therefore, good citizenship should imply. - JULIAN HAWTHORNE, in Harper's Magazine for August.

#### TRICYCLE RIDERS.

Turn corners slowly.
Ride with most weight on pedals.
Keep steering apparatus always tight.
Put brake on slowly.

Lean forward to go either up or down hill. Oil often, and keep machine clean.

Never rush. A moderate pace is always enjoyable, and can be maintained all day.

Generally speaking, a level gear—or about 48 or 50—will be most satisfactory.

Look often to all working points, and see that parts are kept tight—no rattle.

Learn the mechanics of your machine.

Remember it takes two wrenches to tighten a lock method bolt.

Don't blame the makers of your machine for breakages if you lend it.

In climbing a hill, go it steadily, keeping the spurt for the top. A strap over the shoulders, attached to the frame, is said to be the best device to aid in hill climbing.

There is an art in pedaling to advantage. It is learned only by practice.

Endeavor to put a steady rhythmic power on the pedals, ceasing with the left only as the right begins to apply power. Avoid jerky motions.

It takes three months of constant riding to become a tricycler.

#### IN MYSTIC LIGHT.

GLORIOUS CYCLING BY THE PALE RAYS OF THE MOON.

A moonlight wheel! Wonder if the man in the moon, from his perch on high, can see half the solid enjoyment he gives the cyclists here below, as he smilingly throws a silvery light over hill and valley, and kindly guides the wheelman as he plunges into the lights and shadows of the night. The heat of the day is tempered and cooled by the shades and dew of evening, and at this season of the year, particularly, the wheelman chooses the semi-darkness of the moonlight to the brightness of the day. The moonlight is just sufficient to assure the cyclist against "headers" and other accidents, and just insufficient to cover up those little obstructions in the road which the daylight magnifies into supposable obstacles, and which the rider so vainly and unnecessarily strives to avoid.

Whether the difficulties of riding a bicycle are

imaginarily heightened when shown in the bright light of day, or whether the moon exercises some subtile influence on the cyclist, increasing his strength and courage, it is hard to say. It is, however, a well-known fact among wheelmen that by moonlight a rider wheels over a road with little trouble that by daylight would cause much difficulty; the obstructions that by day appear very formidable, at night being glided over with scarcely a thought. It is the same with hill-climbing; a cyclist oftentimes ascending a moderately steep hill without being aware that he was not still riding on the level.

On a club run is this particularly noticeable, for on an after-dark run the riders usually keep well together, while on a similar run during the day they often become widely separated, from the inability of the poorer riders to keep up with the leaders. All the prominent clubs have frequent moonlight runs, and they are always well attended. These runs usually do not exceed in length twenty or twenty-five miles, occupying between three and four hours, and are ordinarily made to some place where an hour or so can be passed in a social way. With many clubs "supper runs" are very popular, the members riding to some hotel at a distance from the city for supper, and returning home by moonlight. Newton, South Natick, and Waltham are famous resorts for local wheelmen, but probably the most popular of all is Chestnut Hill reservoir in Brookline, where, every pleasant evening during the summer season, large numbers, often exceeding one hundred, congregate to gossip about cycling affairs while reposing on the grassy banks opposite the smaller reservoir. Around this is a perfectly smooth course of a mile and a sixth, frequently used by cyclists for trials of speed. It is here, and by moonlight, too, that some of the fastest times on record have been made, and many is the rider who has done his training on this track for races in which he subsequently was the victor.

When riding at night wheelmen usually carry lanterns attached to the heads of their bicycles, or, more frequently, suspended from the axle inside the large wheel, and a more pleasing sight is seldom seen than that of a long line of wheelmen noiselessly gliding over the road, the different colored lights reflecting on the glittering spokes of the highly-polished wheels, and lighting up the path like so many giant fire-flies.—*Boston Globe*.

#### THE ROYAL MAIL.

The manufactures of the Royal Mail Works having the past year been fully introduced to the American market by their American agents, William Read & Sons, Boston, who are well known throughout the sporting world as probably the largest dealers in the United States in strictly high-grade guns and sporting supplies, and their "Light Roadsters" having so thoroughly and rapidly come into highest favor, winning many first prizes in races at Philadelphia and elsewhere, a few facts concerning them will be interesting. The Royal Mail Works are one of the largest and most progressive cycle establishments, having a great name in all parts of England and the colonies. Their aim has always been to turn out the highest quality of work rather than the greatest quantity, and their reputation has been earned by strictest care in all fittings and by keeping their productions up to the highest standard. In no article is this desideratum more necessary than in bicycles, too many of which, especially light machines, are in the market, poorly fitted and cheaply

made, and thus constantly needing repairs. To meet the demand for a strictly first-class light wheel, the Royal Mails have been brought to this country, as light roadsters and racers especially have always been the specialty of this firm. Their light roadsters weigh about thirty-six pounds, and, owing to their perfect fittings, these wheels have stood the severe usage of rough roads better than heavier machines. On the late Chicago tour were several Royal Mails, which came through without accident, while heavier wheels needed repairs, and they received much praise from the company, several of whom ordered them on their arrival in Boston. While speaking of quality, we notice these extracts from the English bicycling papers :-

This famous firm fairly eclipse themselves; the machines are beautifully made and finished at all points. The new racers are superb in every respect, being in our opinion one of the few really good light racers in the market. In tricycles certainly a very novel and good machine is their two-track front-steering double driver, which meets a long-felt want.—Bicycling News.

#### Also:-

Examine as critically as one may, it is impossible to pick a hole in the workmanship or find a flaw in the material. The Royal Mail bicycle is one of the soundest roadsters made, whilst on the path it has scored several grand successes. The tricycles are neat and serviceable looking machines, and the "Royal Mail Sociable" is a splendid double driver, and looks as easy as a gig. The firm, we are glad to hear, are doing very large and increasing trade in all classes of machines. They deserve their success.—Bicycling Times (Special Number).

Thus, though new to this country, the Royal Mail has earned its reputation by many years of popularity in England, and ranks with the highest. The light roadsters are certainly elegant pieces of workmanship, their coiled spring being very tasty and easy. This year it has won fifteen first prizes in this country, while many of the leading events in England have been taken by it. The fact that Burnham, Prince, Dolph, Morgan, Brooks, Sabin, and Fiske have ordered Royal Mail racers speaks their appreciation; while Chambers, who has won many races in England, winning also the five-mile English championship, rides only this make. They have tangent spokes, which are tied as well as brazed (being the only wheel having this desired point of strength); Warwick hollow rim; Andrews head, with long center; detachable cranks; oval backbone; cow-horn handle-bars, finely enameled, with bright parts nickeled; a very handsome, closebuilt wheel, and extremely rigid. It is claimed that the Royal Mail for perfect workmanship and strength excels any other light wheel, though others of same weight are in the market. Messrs. William Read & Sons are constantly receiving large lots of them, and they say the trouble so far has been to keep up with their orders. A visit to their spacious warerooms will well repay the visitor. They now have in their window on exhibition the superb vase which is to be contested for as the first prize of the five-mile amateur race at Springfield.

Another special production of this firm is their two-track tricycle, which is very popular in England for its easy running and good hill-climbing qualities. They have just applied the two-speed gear to it, and claim it is the most perfect tricycle out. The small wheel being in front of the large one, but two tracks are made, stones and obstacles being easily passed over, and the machine easy of access, especially for ladies. Many have already been sold here by the Messrs. Read, and we congratulate them in having become identified with so thoroughly a first-class firm as the Royal Mail.

#### TRICYCLED INTO GOOD HEALTH.

A PERSONAL EXPERIENCE.

One cannot avoid a feeling of envy as he sees the riders of the "wheel" sweep by so swiftly and gracefully. Possibly the feeling may lead one to attempt to sit astride the wheel, but after sundry "headers," with aching head and groaning limb, one may give up the attempt, or, if one's bump of perseverance be large, he may stick to it and o'ercome. Bicycle riding is not a mere boy's sport,it is a manly exercise; it is not a mere athletic game,-it is a model means of physical culture. But to many, particularly to many of the cloth, bicycle riding may seem out of the question; though there are a large number of ministers who prefer the steel steed to one of flesh and blood and smell. I wish, however, to speak of a form of riding which has almost all of the advantages of bicycle riding, scarcely any of its disadvantages, and many good traits which bicycle riding cannot furnish. If one is anxious for speedy, fancy riding, the bicycle is the wheel for him; but if one is content to go at a slower, safer pace, the tricycle is the wheel for him. It takes almost no time at all to learn to ride the tricycle. A man with the ordinary amount of "gumption" can mount the saddle and ride straight away, without an accident. Of course, increased experience brings increased facility. At first the muscles above the knee will feel just a little sore, but the tired feeling wears off, and a sense of power comes instead.

On an ordinary tricycle, handled (or pedaled) with ordinary care, an accident is almost impossible. You can hardly say this of the bicycle, because the most careful and skillful rider may strike a snag, a stone, a rut, and over he goes, falling from so great a height that, unless he alight upon his feet, something is bound to snap.

The stabling of a tricycle is not to be spoken of, while it is a matter of much consequence with a horse. The grooming of the horse, with all the attendant odors, which one may not notice as much as his friends, has nothing to compare with in the care of the wheel. Again, you ought to give your horse regular exercise, lest he become restive in the stall, and run away with you when you do take him out; but your tricycle will do without exercise as long as you may wish. If you are called from home, your pony must be cared for. If you want to take the roads on a short journey, and desire to return by rail, you can hardly manage it with a horse; but you can tuck your bicycle or tricycle in the baggage-car with little trouble or cost.

I am writing after an experience of eight or nine months, and after riding some hundreds of miles on a tricycle. I had not known what it was to obtain a good night's sleep, nor to enjoy, with a good appetite, my daily food, nor to feel, in other respects, in good health, for many months. Walking wearied me, and other forms of exercise were just so much tread-mill work-Indian clubs, dumbbells, and dear knows what all - that I soon wearied of them. Just at this time a thoughtful friend put me in the way of getting a Victor tricycle. I did not take to it very enthusiastically at first. There was just a little prejudice as to the mode of propulsion, and, as this was the first tricycle owned in our city, there was just a little more of conspicuous publicity than I relished. Then, too, we live in a very hilly region, and it seemed as if the wheel were better adapted to level roads than our hills and mountains.

I began in cool, shady weather. The first thing I noticed was that, with very light clothing, my

body (my chest particularly) was covered with perspiration, while the lower limbs were not more than properly warmed. This was evidence that the whole system was getting, in every part, a fair share of the benefit of the exercise. There came, gradually, a toning up of the whole body. The muscles lost their flabbiness, and became firm. The blood circulated clear to the finger-tips. The digestive organs worked admirably; the appetite was, to the consternation of the house-mother, greatly increased, and the daintiness which turned from the best of food was replaced by a hearty zest for the substantials. When night came, almost as soon as the head touched the pillow, sleep came, and came to stay until morning. Headaches were gone, never since to return, except for well-understood causes. In every part of the frame it seemed as if new forces were set at work, with the result of bringing back good health. Good health is never more welcomed than after a long siege of ill-health, and when good health is wellnigh despaired of. These physical improvements have continued until, to-day, I am judged by my physician to be in robust, vigorous good

Together with these physical benefits come some good results of another sort. There is a cheerfulness, a feeling of good spirits, that the returning tides of health bring with them. There is greater joy in the daily work of study and parish and pulpit. There is a feeling of restful, cheerful content. I may be mistaken in attributing these to God's gracious gift of good health, but I think not. Moreover, my wheel has taken me upon almost every road in and about our city. I have seen views of such surpassing beauty that I had not dreamed to find. I have become acquainted with many of the people of the surrounding country, and their ways and character. Whether it be another of the results of a cheerful form of open air exercise, I know not; but it seems to me that I have rarely met a kinder, a neater, a thriftier, a more cheerful set of farming people anywhere. I have made the acquaintance of many birds, flowers, ferns, and the like. My wheel takes me to the fields, to the woods, to the hills, and all their beauties are before me.

You say, when do you find time for this? A few miles, say three or four, almost every day, in the early morning before beginning the day's work, or in the evening, when it is all over; a spin over the roads to the home of some member of the congregation, a few miles out of town; a quick ride to the post-office, or on some other errand; these furnish the ordinary exercise. There are no "ministers' conferences," or like gatherings, with us here; what better way, anyhow, of spending a Monday than to pack up a light luncheon, and ride away to the woods or over the hills: to come back with the lunch-basket filled with ferus and wild flowers? The longest trip I have yet made-I have never tried to see how far I could go-was made a few weeks ago, occupying a little over three hours of an afternoon, when I went to see a parishioner living about ten miles off. Eight, ten, sixteen miles one can go with little trouble, when he has an afternoon to spend in restful exercise; but a pleasant thing is the briefer ride of three or four miles, followed by a cool bath and a change of clothing. I really think that there is no form of locomotion so enjoyable, so safe, so profitable as tricycle riding.

FRANK S. DOBBINS.

WHEELING'S PRIZE ESSAY.

BICYCLING ON SUNDAY.

There never has been invented a pastime more innocent, or more virtuous, or better capable of developing the noblest instincts of a man than wheeling; yet the Pharisee is not wanting, in many centers of wheel activity, to denounce Sunday riding as immoral, and as a breach of a wellknown command regarding the observance of the Sabbath day. To the modern Pharisee it is not unlawful to ride in carriages and omnibuses, or by trains and steamboats; but the man who mounts his bicycle or tricycle, which has not required the attention of servantman, or servantmaid, which can neither feel pain nor weariness, and requires no rest, is denounced as a Sabbath-breaker. The only argument for such a man is laughter and ridi cule, and the subject is hardly worth while dealing with so far as the Pharisee is concerned; but for the sake of those thousands who find they can serve God, and obey the injunctions of conscience as well on a bicycle as in an omnibus, and as well on a tricycle as in a railway train, the subject is worth discussing. The present age is notoriously one in which the prejudices of more illiterate ages are being cast aside. It is an age when the Pharisaic observance of law is not suffered to displace the rule of conscience; when spiritual life is cultivated in place of physical genuflections. Pharisees say, "You can only worship in brick and stone buildings called churches and chapels." The Nazarene replies, "My heart is in sympathy with my Creator, upon my wheel." The Pharisee opens public houses to the poor upon the Sabbath, and keeps closed its museums and picture galleries; and he would make solitary places of our parks if he had the power. This Sabbatarianism infects even now some of our churches. At the present moment a devout Scotchman is kept out of the ministry because he habitually "took a walk for health's sake upon the Sabbath." To thousands the wheel has furnished a luxury which no other vehicle could bring, that of running off into the bright, clear air of the country, to recruit muscles and mind after the worries of a week of toil; to feast the eye upon rolling hills, and tender valleys, and gladden the ear with the songs of birds, in place of the continuous roar inseparable from town or city life. Can a man who has been poring over a desk all week, wrestling with vexatious figures, sitting on his saddle on a Sunday curse God? In the presence of His great works-in hedge-side, thicket, river's brink, or cowslip covered field, would the wheelman be more likely to bless or to blaspheme? Summon the Pharisee, question him as to the work he has wrought. In the time of the Puritans, he drew a line before the door of the theater, and around the May-pole; there was to be neither dancing nor drama then. He would have no house open on the Sabbath now except the house of God and the public house. He would stake every man to a plot, as a goat is staked on the mountain-sides in Wales; or he would change men into pendulums, and make their lives a perpetual swing from home to work, from work to home again; beyond that destined swing all should be profanation. To these crabbed intolerances we oppose our wheels. We claim for them soberness and virtue, for no wheelman can be drunken or vicious and follow wheeling. Nay, we go further than this; we say our wheels not only renovate our physical frames, and maintain a healthy mind in a vigorous body, but they are adjuncts to worship. When a man is in such a

Allentown, Pa.

place that everywhere his eye rests upon nothing but that which is beautiful; when his ears are filled with the music of Heaven's own choristers; and his sense of smell is gratified with odors that nature in her prodigality offers from hedge-side and field, it is impossible for his heart to do otherwise than worship. There is no measure in that ceaseless flowing river; no constraint in that peaceful valley; the surrounding hills exalt the land; they do not confine it. No one can nurse despair, who is able to look into the blue sky. By many sweet and tender methods, hills and dales, flowers and trees, birds and beasts, blue sky and running streams beguile the wheelman into better harmony with all that is bright and good than the Pharisee is capable of entering upon with his straight-lacings and desponding steps, and disheartening conception of life and life's duties.

[First prize, value £1, awarded to Alan Hiley.]

#### CURIOUS FACTS

CONCERNING BICYCLE PATENTS.—NINE HUN-DRED GRANTED SINCE 1869.

Few, even of those who are devotees of the "silent wheel," are aware of the number and variety of kinds of velocipedes that have been patented in this country. The following statements may therefore be of interest to your readers in general:

The number of patents for velocipedes of all sorts, including saddles, is about nine hundred. Of these, tricycles constitute the great majority, or nearly two thirds of the whole. The bicycles, having the wheels arranged tandem (in distinction from the comparatively small number whose wheels are side by side, like the Otto), attain to about two hundred and ten. The single wheels, or monocycles, number twenty-three; the saddles and saddle springs, thirty-five; and water or marine velocipedes, about twenty.

The monocycles are least known, but constitute a most interesting class. I find the striking fact that, of the twenty-three patents, fifteen were issued in 1869, and the remainder since 1879. More than half are constructed on what may be termed the annular principle; that is to say, the body of the wheel is a ring (of a foot or more in radial thickness) on which the rider sits astride, within the central opening. His saddle is mounted on friction rollers, and he usually employs hand cranks for propulsion, the axis of the same being provided with a pinion which meshes with an internal rack on the inner periphery of the wheel. The crank axis being secured to the saddle, of course its rotation tends to carry the rider up the curve in front of him, and thus effects the propulsion of the wheel.

Another plan of construction, adopted in at least seven cases, may be termed the skeleton cage—the wheel being a very oblate spheroid, composed of stout wires, within which the rider sits on a seat pendent from the axis. How the rider is to escape uninjured in case the poise of the cage is destroyed, we are not informed. Possibly, he is expected to always ride on soft roads! There are two patents for saucer-shaped, or concavo-convex wheels. In these, the rider sits in the center of the circle, on a seat swinging from the short axis. The central portion of the body is made of wire gauge, which protects the rider more or less if he falls to that side. If he falls in the opposite direction, he may perhaps alight in safety on his feet. Three or four other monocycles greatly resemble the fork and front wheel of a "vertical" machine (when the backbone and rear wheel have been detached); one of these (Scuri's) has weights pendent from the axle, and made adjustable vertically on rigid vertical bars. It is on this kind of wheel two lads, Seeley and Dinwiddie, have lately astonished the inhabitants of Washington by riding without a dismount one and one-half mile, through the streets, over car tracks, etc. The pioneer here was, however, Mr. Rex Smith, the famous fancy rider, who rode short distances on one wheel, in exhibitions at the rink, some three years ago. Amos W. Hart. Washington, D. C., August 6, 1884.

### A PARSON ON THREE WHEELS.

Rev. W. S. Hawkes, of South Hadley Falls, in the Congregationalist.

Eureka! Several things; for one a vivid interpretation of Ezekiel's vision. It has been claimed for the bicycle that it supplied a secondary interpretation of the prophet's wheels and spirits. In process of time it came to pass at a Connecticut Valley parsonage that the Hebrew seer's account of his vision was read at family prayer, and it was found that he spoke of "the living creature that was in the wheels," not on them or it. This decided a pending question; if Ezekiel caught a glimpse of either of these then far-future inventions, it was the tricycle, where the creature is within the wheels.

For another thing, a means of locomotion within a country minister's means has been found; and one that does not have heaves, spavins, pink-eye, or other ills to which horse-flesh is heir, and which is not liable to die on one's hands; neither is it balky, skittish nor vicious; there is no hay, grain or shoeing bill, no carriage or harness repairs, no curry-comb or brush to transmit barn-smell to one's clothes and to offend the sensitive in the parlor or room of the sick.

There had been long pondering of the transportation question, there being a conviction that some exercise less fatiguing, and more recreating than walking, was desirable. About the first of August Ezekiel's narrative was read, and straightway an Overman Victor Rotary tricycle was bought; and, without previous experience of any kind of wheel-riding, the parson mounted and rode to the rail-way station through Chicopee streets and through Holyoke City, over the long Connecticut River bridge and the village roads to his home.

"Now, small boys, get out of the way!

For here comes the parson's" three-wheeled shay!

After several months' experience of all kinds of roads, including the long dry spell last summer when the roads were unusually bad, full of dust and sand, with the stones bare, and later when the highways were frozen, and this spring when they were rather soft and yielding, the parson is prepared to recommend the, and this, tricycle to all, especially to ministers and women. Anybody can easily learn to ride a tricycle; the seat is adjustable and by turning a set screw the machine is fitted to any one's length of limb; this parson's sons and daughter using his with ease and delight. Unlike a bicycle, on a tricycle one may sit still or go backwards; they are easily guided with the slightest movement of the hand on the pilot-rod, and with the brake can be stopped on the steepest path, and on a hard, level surface they move with the merest effort. When the parson had used his machine three weeks, he took a Monday morning ride of seventeen miles, including the west side of the Connecticut River Valley between Holyoke and Springfield, using the country roadway all the distance, going up and down hill without serious

effort; he was leg-weary at the end, but not "used up," and only a little stiff the next day. This roadway has an average hard surface, but there are many better near Boston. It is not easy to propel the wheel through sand or mud, or over a rough or yielding surface, or up hill; up the steepest hills, one must walk and push the wheel till he catches the knack of propelling by the pedals, in which there is much to learn. The saddle is set on a spring and is very easy. At the foot of a hill one may stop in the shade for a moment, without dismounting, and again at the top, while the effort of propulsion along a hard, level path is so slight as to afford rest after an up-hill exertion; downhill is exhilarating; the feet are placed on a rest over the small forward pilot-wheel, one hand is on the steerer and the other on the brake regulating the speed. Wherever the people will allow a judicious use of the sidewalk, as in some communities, where the rights of pedestrians are always respected, tricycle riding is the height of enjoyment. A neat head-light can be used, which so illuminates the path in the night that one may safely travel in the dark. This wheel is constantly used in making parochial visits, some pretty steep hills are climbed with it, and some common country roads traversed; it is also occasionally taken in the railroad baggage-car to some central point like Northampton and local excursions made therefrom.

Large bundles can be secured behind the saddle and they are convenient for shopping or mail delivery. An apron or curtain, that may be easily attached or removed, is provided to protect ladies' skirts from the bearings of the crank and axle, and also covering the motion of the feet from the sides or behind.

#### THE BICYCLE FOR FARMERS.

From a Western Agricultural paper.

Did you ever see a bicycle? Some say it is the coming horse. Its chief points are speed, endurance, and economy of keep. It never gets the "heaves," and never "founders" twenty miles from home. On a good road it will beat a Clydesdale out of sight, and not half try, because it will average seven or eight miles an hour and keep it up all day.

So they tell me—but what has the bicycle to do with agriculture, any way?

If the farmers' boys rode them there would be a saving of horse flesh on the farm, for many an errand to town could be done with less trouble and in quicker time than to harness up poor, tired "Dobbin." If the farmers' boys used them-and the middle-aged farmers too-they would be interested in having better roads, and country highways would improve. Good roads in any section mean good market facilities for farm produce, and market facilities mean steady sales at uniform good prices, and good prices mean prosperity. For a bad road is virtually closed for half the year, without counting the extra time required to get the loaded team over it in the other half, which is so much time lost. The bicycle has already exerted an influence in securing better road laws in at least one State in the Union and its influence is spreading, as its riders are numbered by thousands, and increasing every day.

They say that farm laborers in Great Britain ride to and from their work on bicycles, sometimes coming ten or a dozen miles and carrying their dinners. And the British Government owns a large number of wheels which are used by its employes. On November 3, 1882, Thomas

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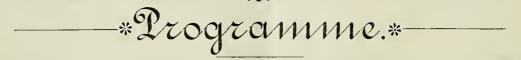
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SILVER WARE, ETC., ETC.



First Day, 2 P. M.—1-Mile Novices' Race; \$15.00 Gold Medal to first, Silver to second. 2-Mile Club Championship; \$25.00 Gold Medal to first, I-Mile Scratch; \$50.00 Gold Medal to first, Silver to second, Bronze to third. 5-Mile Tricycle; \$25.00 Gold Medal to first, Silver to second. 1-Mile Boys' Race, 50-in. wheels and under; \$15.00 Gold Medal to first, Silver to second. 5-Mile Handicap; \$25.00 Prize to first, \$15.00 to second, \$8.00 to third. 1-Mile 3.20 Class; \$15.00 Gold Medal to first, Silver to second. 10-Mile Scratch; \$50.00 Gold Medal to first, Silver to second, Bronze to third. 2-Mile Handicap, \$20.00 Prize to first, \$12.00 to second, \$6.00 to third.

### SECOND DAY, IO A. M., GRAND PARADE.

- Second Day, 2 P. M.—3-Mile State Championship; \$50.00 Gold Medal to first. 5-Mile Scratch; \$50.00 Gold Medal to first, Silver to second, Bronze to third. 1-Mile Tricycle; \$25.00 Gold Medal to first, Silver to second. 3-Mile Handicap; \$25.00 Prize to first, \$15.00 to second, \$8.00 to third. 20-Mile Scratch; \$50.00 Gold Medal to first, Silver to second, Bronze to third. 1-Mile Consolation; \$10.00 Prize to first, \$5.00 to second.
- Second Day, 8 P. M.—Entertainment at New Haven Skating Rink, Dwight Street, near Whalley Avenue, consisting of Club Drills, Amateur Fancy Riding contest, and Professional Fancy Riding. To conclude with Presentation of Prizes.

*SPECIAL	RECORD	MEDALS *-	
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Will be presented to the winners of the One Mile, Five Mile, Ten Mile and Twenty Mile Scratch Races, provided the present mile record is lowered, the five miles made in fifteen minutes or less, the ten miles in thirty minutes or less, and the twenty miles in one hour or less. Record medals will also be given for broken records in other races.

F Entrance Fee for each race, \$1.00, to be returned to all riders finishing races, and those starting who are prevented finishing by accident or injury. Entries close Saturday evening, September 20, at 8 P. M. All entries to be made with or sent to

THEO. H. MACDONALD, See'y Race Com. N. H. B. C.
Drawer 10, New Haren, Conn.

Midgely, a Worcester young man, twenty-two years of age, rode 179 miles on a wheel in a little less than twenty-four hours. Deducting time taken for rests, his actual riding time was a little over nineteen hours. In October, 1883, Capt. T. S. Webb and John Tacy of Lawrence, Mass., made 200 miles on bicycles within twenty-four hours; and now 100mile records have been made so often they no longer excite comment in the wheel world. Which only goes to prove that the bicycle is a practical labor-saving machine, costing less than a horse at the outset, eating nothing, creating no more expense for repairs than the shoeing bill of a horse; always saddled, and, with fair roads, after a few months experience more comfortable to ride than a horse, and capable of traveling more miles in a day than it would be possible for any horse to cover without positive injury. And on many farms it would prove an enjoyable and profitable investment. We know, because we ride that kind of a "horse."

#### AMONG OUR EXCHANGES.

The silent steed hates a noise, and so is constantly calling on the roads to "Dry up!"—Bicycling World.

A slim-looking youth of Manhattan Bought bicycle breeks of tight pattern; But he soon took 'em off, And remarked, with a cough, "I think I will wait till I fatten."—Ex.

Small Brother—"Why don't you get to goin' with Mabel Carson, Fred?" Big Brother—"Why, Charlie, do you think she's pretty?" S. B.—"Naw—but her brother's got the boss bicycle."—Eurlington Free Press.

A rather 'xtraordinary accident happened to a Brum wheelist the other day. He happened to brush against a stout old lady, who up with her humber-ella, and before he had time to apollo-gise, she delta blow at his nut, which knocked him off and sprained his tourists.—Wheeling.

Ten English entries have already been made for the Springfield races, and more are coming. The indications are that the tournament of '84 will leave that of '83 far in the shade. The hotels are already refusing application for board, and a thorough canvass of the houses is to be made.—

Boston Herald.

A HEARTY WISH. — We wish THE SPRING-FIELD WHEELMEN'S GAZETTE a hearty vote of success in their second creation, and we trust, as the doctor might observe, a good circulation for them (although we are pleased at the assurance that it is not a "weekly"), and we hope that its endeavors in the past may go far towards lengthening its already valuable life.—Cycling Times.

Do ladies ride in New Haven? Oh, yes, but not to any great extent. They like it well enough but don't like to make themselves conspicuous. Now what are you laughing at? Of course, the ladies ride tricycles. You might have known that if Lididn't think to say so. Ladies are not quite independent enough in this matter. Each seems to be waiting for some one else to take the lead.—

New Haven Palladium.

The League should have higher aims and not be content with supplying its members with the cycling news. It needs its funds for more effective work, and the officials should not be swayed by the mutterings of a few who fail to understand what the League was organized for. We have now only a margin of twenty cents per member for salaries and expenses, and it cannot well be encroached upon.—*Bicycling World*.

WOMAN AT THE WHEEL.

A tricycling the ladies go,
And oh, how fine they feel!
What matters it to them, although
The weary husband, down at heel,
Is praying for a good square meal,
Or that at home the babies squeal
And wallow in their weltering wee?
This is the year for hens to crow;
It is the rule, there's no appeal—
And woman's at the wheel!
—Boston Star.

The wheelmen of the city are discussing the tendency to legislate against their liberties in this city, and some sharp things are said against the antique notion, which seems to find favor, that a wheelbarrow-trundler has rights and a bicycle rider none. Wheelmen should not be permitted to ride full tilt on the sidewalk, and probably have no desire to do so; but when walking and wheeling their machines they take up no more room and do no more harm than a pair of promenaders. The bicyclists express the belief that the city boards are anxious to wage war against them, and this opinion is backed up by citation of the fact that the curling club is granted large privileges in the park, while the tendency is toward greater stringency as regards the wheelmen. Bicyclists are citizens, and, while they are liable to all of a citizen's pains and penalties for wrong-doing, should be accorded all of a citizen's rights .- Albany Journal.

Wheeling, an English cycling paper published weekly at London, offers a weekly prize for the best composition, essay, etc., on the bicycle, of which the following is a sample, winning first prize of 12s. 6d., by W. H. Smith, Birmingham:—

The special correspondent of the Daily Tell-a-cram informs us that the Wandering Jew has found his quietus at last—after trying everything, from a pill to a pound of dynamite, and from a life of a tar on a heavily insured merchant's ship, to a search after the North Pole, in vain,—he at length purchased a bicycle, an Eureka! But let the bard tell it in his own peculiar way:—

The shades of night were falling fast, As thro' a far off village passed A youth whom every one took heed of Because he couldn't stop the speed of His bicycle!

His brow was white—his eye like fire Fixed on the fast revolving tire, Which "flamed amazement" every side, As though a demon did bestride

The bicycle:

Near wayside inns he saw alight Many a cyclist for the night, And fearful words came with a groan, As ever onwards still was blown

The bicycle.

Oh! bicycle!!

"Stop! Have a drink!" an old man said, But when he saw he looked with dread And heard him croak he'd "like a drop In double sense, if he could stop His bicycle!"

"Oh stay," the maiden cried, "and rest—"
But ere she finished the behest,
A mile of landscape lay between
The maiden and that grim machine—

"Beware the road's uneven state!

Beware an open five-barred gate!"

These were the old man's words of fright
As, like a phantom, fled from sight

The bicycle.

At break of day, when all was still,
The pious monks of Wobble-hill
Mutter'd a prayer and croaked a sing,
But shouted when they heard ting, ting,
"A bicycle!"

And then they saw a cyclist bound Over a mountain to the ground And crack his skull and cook his goose, But praised, before his soul got loose,

There in the twilight weirdly dressed The Wandering Jew at last found rest. He courted death as ages spun on, But thought the chance was ten to one on

TOUGH PLACE FOR CYCLISTS.—If any one wants to see a bear garden let him spend-as we did last week-a couple of hours in the lobby of the . Hammersmith police court, where witnesses have to "cool their heels." Ragged urchins playing touch, and jumping in and out of the windows: slamming the shutter flaps; trying to pull off the brass rings from the same; kicking the panels; smoking cigarette stumps, and leaping forms, with all the clatter usually accompanying such diversions, all tend to make the bear garden. These were a few of the unruly proceedings which, unchecked, characterized the precincts of that "Temple of Justice," which, perhaps, more than any other in the land, has become unfavorably associated in the thoughts of cyclists. When such is the outside we can hardly expect much from the inside.-London Cyclist.

### CAUTION ON A TANDEM.

Somebody on a tandem—we don't know who on a hill-we don't know where-has, unfortunately, broken his neck, and the matter is being carefully hushed up for the good of trade. To our mind the making of a mystery of such a serious affair is anything but good for trade. As far as we can learn two gentlemen, encouraged, no doubt, by the ease with which skilled riders skim along on what, to the unskilled, are most dangerous machines, purchased a tandem, and, before acquiring any sound knowledge of how to manage it, went for a run, and coming to a hill lost control, with the result that the rear rider was precipitated over the front man's head and broke his own neck. If these be really the facts, it is better they should be widely stated, as it cannot be too well known that some tricycles, and particularly tandems, require much learning.-Cyclist.

#### THE ATLANTIC OCEAN TOO MUCH.

"I know that a man named Stevens has just started out to make a trip around the world on a bicycle," observed the man in the gingham shirt.

"And wat's a bicycle?" queried old Uncle Lewis, with a strongly scornful flavor in the descending cadence of his voice.

"Why, one of those two-wheeled things that a man sets on, and makes it go with his feet."

"Hoh!" snorted Uncle Lewis disdainfully, "goin' to make a tower of the world, is he? Well, just you mark my word," and the old gentleman laid one finger impressively on the bosom of the man in the gingham shirt, "mebbe he kin git across the crick—Bowerses Crick—and again, mebbe he kin overcome the Mississippi River, but I'm a-bettin' y'u thet w'en he strikes the Atlantic Ocean—the old original jinerwine North American Atlantic Ocean—he's a-goin' to curl up on his little two-wheel wagin' an' 'low as he's beat. You hear me, Henery Williams."

And old Uncle Lewis shook his head in a threatening way, spit reflectively into the shaggy hair of a passing dog, and looked around with the air of a man who courts contradiction.—Rockland Courier-Gazette.

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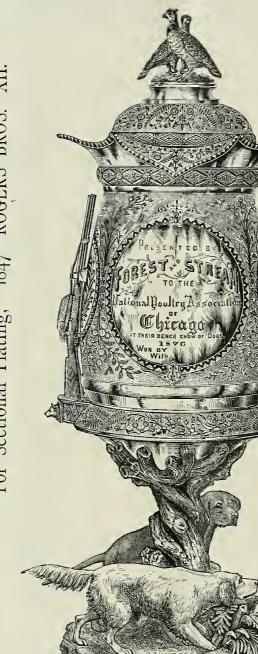
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### MY CYCLING FRIENDS.

CHICAGO, June 24, 1884.

WILL C. MARVIN, Esq.

DEAR SIR:—Yours of the 22d and the Wheelman's Autograph Album, entitled "My Cycling Friends," is at hand. I think it is the very best, and most appropriate thing of the kind that I have yet seen, and well worth double the price asked for it. Enclosed find two dollars, for which please send me two more of them, having sold them to-day to C. P. VanSchaack, and J. O. Blake, Chief Consul of L. A. W. for Illinois. Both are members of the Chicago Bi Club. Hoping that you will forward same at once I remain,

Yours respectfully,

W. H. VANSICKLEN.

W. H. VANSICKLEN. C. Bi. C. C. T. C. L. A. W. Champion State of Ill. Chairman Racing Board of Ill. Division L. A. W. IT IS

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It has One Hundred pages—gilt edge.
Three hundred selections from the poets as regards the wheel.

Three hundred eards or spaces for the autographs of Cycling friends.

Three hundred Engravings, illustrating each quotation.

"MIDLAND ATHLETIC STAR," Birmingham, Eng., Says:

—It is the most interesting book of its kind that we have

"THE CANADIAN WHEELMAN," London, Canada, Says:
—It supplies a long felt want in this country among the growing army of wheelmen whose friendly relations may now be strengthened between each other by the addition of an auto-

"Society," London, Eng., Says:—The increasing popularity of cycling fully warrants the publication of that nicely gotten up little volume for autographs, compiled by Mr. C. Alan, Palmer, and called "My Cycling Friends." The pages for receiving autographs are tastefully arranged, and facing each are three pretty little engravings of cyclists on the road coupled with well chosen quotations.

Price,

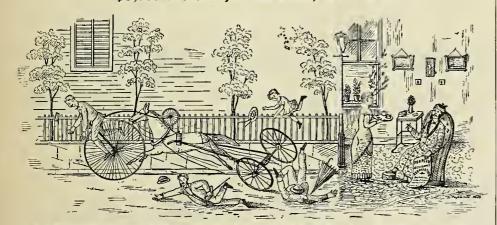
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### ACCIDENT INSURANCE AT COST.

\$10 to \$25 a Week; \$200 to \$500 for Loss of Limb or Eye, \$2,000 to \$5,000 at Death for less than \$12 a Year.



An indispensable part of the Equipment of all Cyclers and Sportsmen is a Certificate in the People's

This Association was formed to meet the popular demand for accident indemnity at actual cost, and embodies some valuable and special features not found in any other plan.

No medical examination is required.

Every Dollar raised by Assessments is placed in the Indemnity Fund, and cannot be used for any other Any member losing a leg, arm or eye by accident, shall be paid TEN PER CENT. of the Death Indemnity he is entitled to by his Certificate, in addition to the weekly indemnity.

By our plan a member can secure less than the maximum amount of indemnity in his Classification at a corresponding less cost.

### HOW TO BECOME A MEMBER.

Persons residing where we have no Local Agent, who may wish to become members of the Association, by writing to the Secretary will receive blanks which they can fill. The application, with the admission fee, \$5.00, may be sent to the office, and if accepted, a certificate of membershy will be forwarded the defined money will be returned at once.

The Assessments will never exceed \$2.00 each. The Admission Fee of \$5.00 is paid but once. The charge is the same from 18 to 65.

The mistake of a lifetime is often the result of postponing a duty. In an important matter of this kind not a day should be lost. To-morrow you may be too late. Apply at once for membership.

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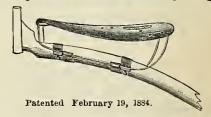
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JOHN SHARROCKS, Secretary.

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A Lot of Nice Second-Hand SUSPENSION SADDLES, \$1 75

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A Lot of Nice Second-Hand PEDALS.

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A Lot of Nice Second-Hand TOOL BAGS,

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A Lot of HANDY TOOL BAGS, new, but a little "off,"

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A Lot of NICKEL SPOKE GRIPS,

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A Lot of Second - Hand HUB LIGHTS. some of which have only been used a very few times, at about half price.

Some fifty Second - Hand BICYCLES and TRICYCLES, marked in plain figures, will be for sale at the large Tent of the AMERICAN BICYCLE COMPANY on Hampden Park, September 16, 17, 18, and 19.

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### Sale and Exchange.

We have opened a department of sale and exchange for the convenience of our readers, in which their wants may be made known at a trifling expense. It often occurs that a wheelman wishes to exchange or sell his machine, or a new-comer wishes to purchase a second-hand wheel. This department will offer the desired facilities. The charge will be one cent per word, each insertion, cash with the order. Initials and abbreviations count as words. The following example shows the style :-

 $52^{\text{-}1} \text{NCH}$  BICYCLE (bright except spokes), Æolus balls, both wheels, hollow forks, movable step, long-distance saddle, King of the Road lamp, stand, etc., \$50; cost \$90 last year.

Such an announcement would cost 32 cents, each insertion. We believe that this feature may be made very useful.

BICYCLE-54-inch, full nickeled (except rim), Special Columbia, \$75; cost \$140; good condition.
Address L. FLECKENSTEIN, FARIBAULT, MINN.

FOR SALE AT A BARGAIN — One 52-inch Special British Challenge Bicycle (the best imported wheel); bright parts nickeled, double set balls front and single set back wheel. Address or call on

k wheel. Address or call on W. E. MACKLIN, M.D., 335 W. 32d St., New York.

FOR SALE—But not this year, the excellent time I expect at Springfield in September, 1884.

FOR SALE-54-inch Star, enameled, rocking pedals, power traps: \$80: cost Successible power this contract. traps; \$80; cost \$115; new this spring.
ARTHUR H. BALL, MILFORD, MASS.

FOR SALE — One 52-inch enameled and nickeled Royal Mail Racer, with cow-horn handle-bars and horn handles, with saddle fastened to backbone; weight, complete, 25 lbs.; brand new, never been ridden; reason for selling is on account of retiring from the race track. Price. \$137.50. tiring from the race track. Price, \$137.50. CHARLES S. FISKE, Box 335, SPRINGFIELD, MASS.

WANTED—Some one to take my place so I can attend the great meet at Springfield, in September. Address OFFICE, WACO, TEXAS.

FOR SALE—54-inch Special Club Bicycle, full nickeled; cost \$157; will sell for \$95 cash.
Address S. F. P., Box 644, New Haven, Conn.

FOR SALE — One 58-inch Shadow, full nickeled except felloes, ball bearings to both wheels, cradle spring, nickel hub light, McDonnell cyclometer; excellent order; \$100 cash.

ALBERT CHAPIN, Springfield, Mass.

LOST—September 18, 19, 20, 1883. A Good Time was attendance. Will be there this year.

FOR SALE—One 54-inch Expert Racer, enameled wheels, Warwick rims, all other parts nickeled, 30-inch drop handlebars; good as new; price \$125.
CHARLES S. FISKE, SPRINGFIELD, MASS.

FOR SALE—One 54-iuch Matchless Bicycle, painted and Striped, ball bearings to both wheels, long distance saddle, Columbia hub light; new last season, and in first-class order; price \$90. WILBUR WINANS, SPRINGFIELD, MASS.

FOR SALE - 56-inch Astley, hollow forks, Æolus balls both wheels, direct spokes, adjustable step; never been arthur H. BALL, MILFORD, MASS.

FOR SALE—One Victor Tricycle, 1883 pattern, new this season; been run about 100 miles; shows wear only a very little. Will sell same for \$110.

M. D. GILLETT, Springfield, Mass.

FOR SALE—One 52-inch British Challenge; full nickeled except felloes, ball bearings to both wheels; new last season; excellent order; with a Pope cyclometer; will sell for \$100 cash.

 $\mathrm{W}_{4\mathrm{\;days\;at\;Springfield\;in\;September.}}^{\mathrm{OULD\;EXCHANGE\;my}\,6}$  weeks summer vacation for

FOR SALE—One 52-inch Standard Columbia Bicycle, ball bearings to front wheel, Nash rubber handles, with Hill & Tolman bell and Columbia hub lamp; in good order; will see the seed to see the sell for \$60. WALTER L. MONFORT, WAPPINGER'S FALLS, N.Y.

FOR SALE — 50-inch Standard Columbia, 52-inch Boston and Rudge, 54-inch Expert, American Club, and Star. Will send for examination. Address for particulars C. HERBERT DIAMOND, 102 Franklin St., New York.

EXCHANGE.—Would exchange my photograph with my Springfield girl at the Grand Tournament, September 16, 17, 18, 19, on Hampden Park, Springfield, Mass.

FOR SALE—One 56-inch Harvard, nickeled and painted, ball bearings to both wheels; excellent order; with nickeled hub light; price \$100.

M. D. GILLETT, Springfield, Mass.

STOLEN—By the attendance of my employer, at the last Springfield Meet, a golden opportunity to witness the greatest cycling event of the year '83.

FOR SALE — A 56-inch full nickeled English Matchless Bicycle, both wheels ball bearing; in first-class running order; price \$90.

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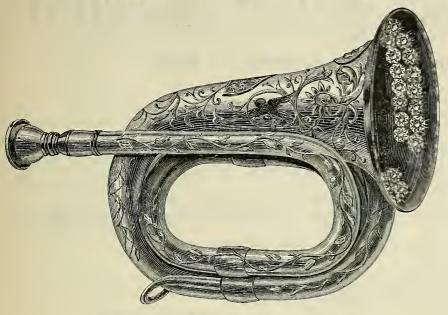
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	satin finish and engraved,	17.50
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The patronage of visiting wheelmen and the public generally is respectfully solicited.

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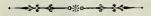
# The Connecticut Bicycle Club,

#### OF HARTFORD,

WILL GIVE THEIR

# FIRST ANNUAL RACE MEETING!

#### Charter Oak Park, Hartford, September 9, 1884.



#### THE EVENTS WILL BE

1-Mile, 3.20 Class.-First Prize, Gold Medal, value \$25.00. Second Prize, Silver and Gold Medal, value \$15.00.

2 Mile Trieycle.—FIRST PRIZE, a Hartford Ball Bearing Sewing Machine. The most elegant machine ever put upon the market; an entire work cabinet in itself, nickel plated and handsomely ornamented, value \$70.00. SECOND PRIZE, a handsome Imported Vase Lamp of the celebrated Longwy porcelain, value \$25.00.

1/2-Mile, Boys under 16.—FIRST PRIZE, Silver and Gold Medal, value \$10.00. SECOND PRIZE, Pair of Hammered Solid Silver Cuff Buttons, value \$5.00.

1-Mile Club Race, for Gold Club Medal, value \$50.00.

1-Mile.—First Prize, Elegant Diamond Stud, value \$100.00. Second Prize, Engraving of Schreyer's celebrated picture, "The Imperial Courier," handsomely framed in bronze and gilt, value \$40.00.

1-Mile, Ride and Run.—First Prize, Gold Medal, value \$25.00. Second Prize, Stevens' Bicycle Rifle, value \$13.00.

5-Mile State Championship.—Open only to Conn. L. A. W. men. Prize, Diamond Medal, value \$80.00.

5-Mile.—First Prize, an elegant "Colt's" Double-barreled Shot Gun, finished to order for this occasion, value \$100.00. Second Prize, Engraving of Schreyer's celebrated picture, "The Cavalry Engagement," handsomely framed in bronze and gilt, value \$40.00.

Tug-of-War (1-Mile).—First Prize, Silver Cup, chased with gold, value \$35.00. SECOND Prize, Handsome Picture, value \$20.00. THIRD Prize, Florentine Statuary, "Tug-of-War," value \$5.00.

#### Exhibition of Fancy Riding by Prof. D. J. CANARY.

10-Mile.—First Prize, Full-nickeled Expert Columbia Bicycle, value \$145.00. SECOND PRIZE, French Marble Clock, value \$40.00. Third Prize, Seth Thomas Traveling Clock, plush case, value \$10.00.

Consolation.-Handsome Seal Ring, value \$15.00.

Entrance Fee, \$1.00 for each Event.

At 10 o'clock in the morning there will be a short Parade through the principal streets of the City, and to the visiting Club having the largest number of men in line will be given a very handsome Clock most suitable for Club headquarters.

To all who intend participating in the Springfield Races, we would say: Leave home a little earlier; come to Hartford, September 9; stay over, and do your training on Charter Oak Park, which has the finest track in the country. A good Hotel on the Grounds, where board may be had at \$6.00 per week for Bicyclists.

Address Entries and for further particulars to

#### GEORGE H. BURT,

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# STALL\*&\*BURT\*STAR\*SADDLE.

Designed especially to fill the demand for a comfortable saddle for the American Ster Bicycle, Price, \$4.00 Plain; \$5.00 Nickeled. Send Check, or P. O. Order, and obtain solid comfort.

#### STAR TOOL AND AMERICAN DON BAGS.

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These bags are splendidly made of best leather, are in one piece, and are nicely lined. Each has a brass frame to keep it in shape, and contains a series of pockets easily accessible, in which the tools are retained free from rattle. Sent by mail, prepaid, for \$2.00 at your risk, or registered for \$2.10.

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To hold supply of oil for bearings of wheels and levers of Star machine. A hot box is impossible with these indispensable articles. Price, 50 cents each, or set of four \$1.50 by mail postpaid. registering 10 cents extra.

#### THE STAR CONTINUOUS ALARM

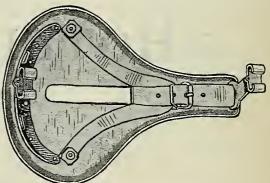
Is the best of this style in the market, giving a loud alarm, consisting of a very musical chord repeated ad. lib. No clock work, no winding up, no swinging on to the tire, getting loose or rattling. Sent on receipt of \$2.00 postpaid, registering 10 cts. extra.

We make a specialty of supplying Agents and Dealers throughout the country with sundries at greatly reduced prices, which will be sent on application.

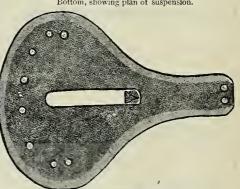
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509 TREMONT STREET, BOSTON, MASS.



Bottom, showing plan of suspension.



Top of Saddle, showing seat



Side view, showing height of front standard.

STALL & BURT STAR SADDLE.

- THIRD ANNUAL

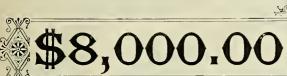
# BICYCLE \* TOURNAMENT!

OF THE

# SPRINGFIELD BICYCLE CLUB,

HAMPDEN PARK,

SPRINGFIELD, MASS., SEPT. 16, 17, 18 & 19, 1884.





IN PRIZES.

\*LIST OF RACES.\*

FIRST DAY, SEPT. 16.

->;≪-

SECOND DAY, SEPT. 17.

EVENT.	CONDITIONS.		IST PRIZE	2D P	RIZE.	3D PI	RIZE.	EV	ENT.	CONDITIONS.		IST PRIZE.	2D PRIZE.	3D PRIZE.
1-I-Mile Professional,.	Handicap	Bicycle	Cash, \$50.0	o Cash,	\$30,00	Cash,	\$20.00	110-Mile	Professional,	Орен	Bicycle	C'sh, \$250.0	o C'sh, \$150.0	o C'sh, \$100.00
2-10-Mile Amateur,	Open	Bicycle	Spri'f'd Cu	p Value	, 90.00	Value,	60,00	2-2-Mile	Amateur,	Open	Bicycle	Value, 62.5	Value, 37.5	o Value, 30.00
3-1-Mile Amateur,	3:20 Class	Bicycle	Value, 50.0	value.	, 30.00	Value,	20.00	3-1-Mile	Amateur,	Without Hands.	Bicycle	Value, 50.0	Value, 30.0	o Value, 20.00
4-2-Mile Amateur,	Open	Tricycle	Value, 62.	o Value	, 37.50	Value,	25.00	4-3-Mile	Amateur,	Class, 9:50	Bicycle	Value, 75.0	Value, 45.0	Value, 30.00
5-3-Mile Amateur,	Open	Tandem	Value, 75.0	o Value	, 45.00	Value,	30.00	5-5-Mile	Amateur,	Open	Tricycle	1 Vic'r Tri'cl	e Value, 60.0	o Value, 40.00
6-1-Mile Amateur,	Time, 3:16	Bicycle	Value, 50.0	o Value	, 30.00	Value,	20.00	<b>6</b> —½-Mile	Amateur,	Open	Bicycle	Value, 25.0	Value, 15.0	o Value, 10.00
7-3-Mile Professional,.	Open	Bicycle	Cash, 75.0	ю Cash,	45.00	Cash,	30.00	7—1-Mile	Professional,.	Open	Bicycle	Cash, 50.0	Cash, 30.c	o Cash, 20.00
8-3-Mile Amateur,														
9-2-Mile Amateur,	Class 6:25	Bicycle	Value, 62.	o Value	37-50	Value,	25.00	9-2-Mile	Amateur,	Open	Tandem	Value, 75.0	Value, 50.0	0

#### THIRD DAY, SEPT. 18.

-3466-

#### FOURTH DAY, SEPT. 19.

EVENT.	CONDITIONS.		IST PRIZE.	2D PRIZE,	3D PRIZE.	EVENT.	CONDITIONS.		IST PRIZE.	2D PRIZE.	3D PRIZE.
1-3-Mile Professional,.	Record *	Bicycle	Cash, \$75.00	Cash, \$45.0	Cash, \$30.00	1-5-Mile Amateur,	Open	Bicycle	Spri'f'd Cup	Value, \$60.00	Value, \$40 00
2-12-Mile Amateur,	Class, 1:40	Bicycle	Value, 25.00	Value, 15.0	Value, 10.00	2-5-Mile Professional,.	Open	Bicycle	Cash, 100.00	Cash, 60.00	Cash, 40.00
3-1-Mile Amateur,	Ride and Run	Bicycle	Value, 50.00	Value, 30.0	Value, 20.00	3-1-Mile Amateur,	Class, 1:32	Bicycle	Value, 25.00	Value, 15.00	Value, 10.00
4-5-Mile Amateur,	Class, 16:40	Bicycle	Value, 100.00	Value, 60.0	Value, 40.∞	4-1-Mile Amateur,	Tug of War	Bicycle	Value, 50.00	Value, 30.00	Value, 20.00
5-5-Mile Professional,.	Open	Bicycle	Cash, 100.00	Cash, 60.0	Cash, 40.00	5-3-Mile Amateur,	Record *	Bicycle	‡ Lord Rifle	‡H'nt'r's Pet	‡Bicy'leRifle
6-1-Mile Amateur,	Open	Tandem	Value, 60.00	Value, 40.0		6-5-Mile Professional,.	Record *	Bicycle	Cash, 100.00	Cash, 60.00	Cash, 40.00
7-10-Mile Amateur,	Record *	Bicycle	Spri'f'd Cup	Value, 90.0	Value, 60.00	7-3-Mile Amateur,	Open	Tricycle	Value, 75.00	Value, 45.00	Value, 30.00
8-1-Mile Amateur,	Open	Tricycle	Value, 50.00	Value, 30.0	Value, 20.00	8-3-Mile Amateur,	Open	Bicycle	Value, 75.00	Value, 45.00	Value, 30.00
9-1-Mile Amateur,	Open	Bicycle	Value, 50.00	Value, 30.0	Value, 20.00	9-1-Mile Amateur,	Consolation	Bicycle	Value, 50.00	Value, 25.00	Value, 20.00
										4TH PRIZE.	5TH PRIZE.
							1			Value,\$15.00	Value,\$10.00

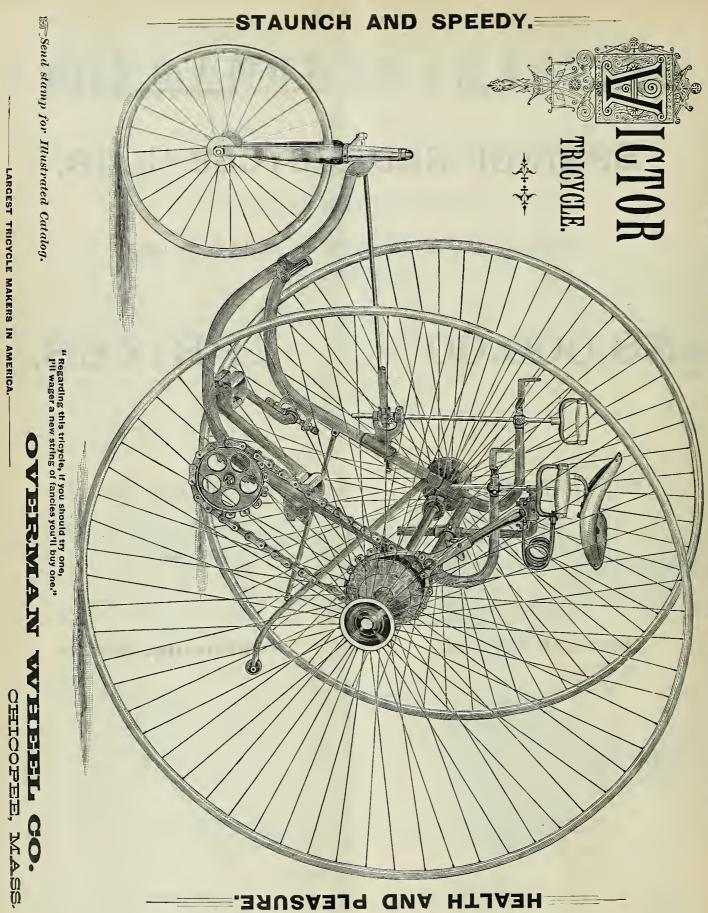
The Class races are for those who have never beaten the time given. The Time races, the one coming nearest the time wins the race; no watch or coachers allowed.

\*The Record races are run as follows: The one winning the greatest number of intermediate one-half miles wins the race, and if the winner breaks the record he receives, in addition to the regular prize on a three-mile race, a \$50 watch; in addition, on a five-mile race, a \$75 gold watch; on a ten-mile race, a \$150 gold watch.

† Presented by Overman Wheel Co. ‡ Presented by J. Stevens & Co.

#### ENTRANCE FEES.

AMATEURS.	PROFESSIONALS.
All 1-2 and 1-mile events	One and 3-mile events
" 2-mie events	Five-mile events
" 3 and 5-mile events 3.00 " "	Ten-mile events
" to-mile events	



ALL RACES IN '83, '84.

# SPATRICE CYCLIRG. PUBLISHED MORTHALY.

PRESS OF SPRINGFIELD PRINTING COMPANY.

Vol. II.-No. 6.

SPRINGFIELD, MASS., OCTOBER, 1884.

PRICE 5 CENTS.

# RISK ONE EYE ON THE BACK PAGE.



ON THE ROAD.

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# TWO CATALOGUES,

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MANUFACTURER OF THE

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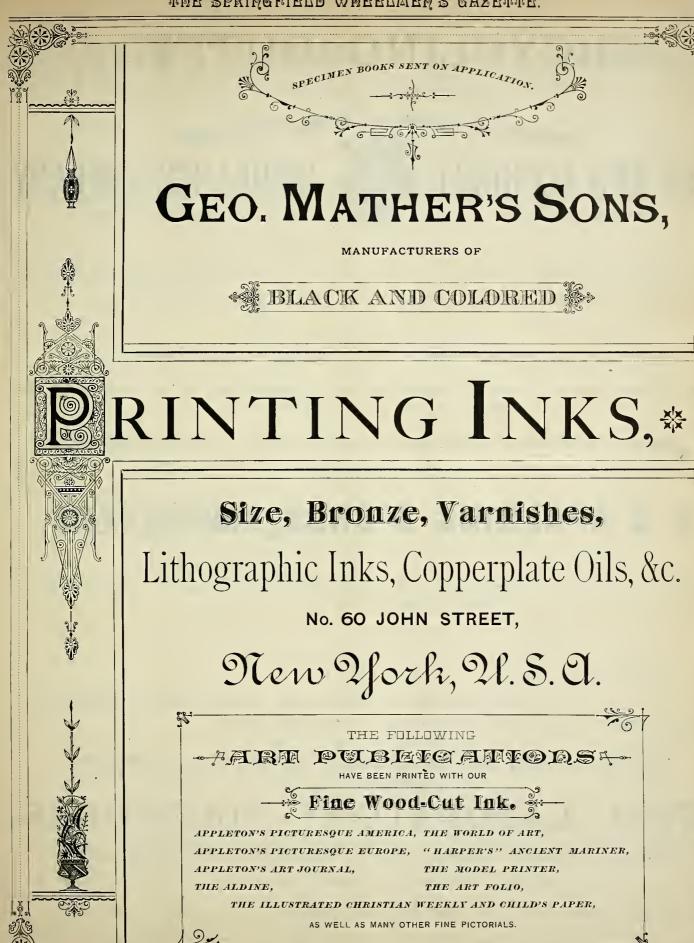
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RODNEY DENNIS, Secretary.

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# THE SPRINGFIELD

# WHEELMEN'S GAZETTE.

A JOURNAL OF CYCLING. PUBLISHED MONTHLY.

Vol. II.—No. 6.

SPRINGFIELD, MASS., OCTOBER, 1884.

PRICE 5 CENTS.

#### Terms of Subscription.

One Year by mail, post-paid,	-	-	-	-	50 cents.
Six Months "	-	-	-	-	25 "
Clubs, entire membership, per y	year,	-	-	30	cts, each.

Henry E. Ducker, - - - Editor and Manager. Chas. A. Fish, - - - - Treasurer.

Communications must be in not later than the 20th of each month, to secure publication for the following month.

Address all Communications to The Springfield Wheel-MEN'S GAZETTE. Make Checks and Money Orders payable to Chas. A. Fisk, Treasurer.

Entered at the Post-Office, Springfield, Mass., as Secondclass Matter.

#### OUR ENGLISH VISITORS.

We have nothing but words of praise and congratulation for them. They crossed the ocean at our invitation to contend with us for the mastery, in the greatest tournament of the wheel ever instituted. We hoped to show ourselves their superiors in muscle and training, and we should have done so, if they had not defeated us. That is plain, and that is all there is about it. Some of the spectators at the races were disappointed at some of the results. This was natural, but throughout the whole programme there was nothing unfair or dishonest. Our English friends were gentlemen. We are glad that they carried off a fair share of the prizes. As we think of it now, we should have been rather sorry if they had not done so. We are certain that they will carry home with their trophies a kindly feeling towards us, and a determination to come again and bring more of their friends. Howell, Sellers, Leeming, Chambers, Illston, Gaskell, and James are men whom we shall remember with pleasure, and we shall watch their future successes, as related in the English cycling papers, with renewed interest. That they should carry home from our American tracks a new record is something we can be proud of even if we were defeated. You see we are determined to make the best of the situation, any way. The English riders were fairly entitled to all the credit they won, and it is a satisfaction even to have been outridden by such men.

#### SPRINGFIELD AS A CYCLING CENTER.

Financially, as well as in every other way, the Springfield tournament resulted satisfactorily. Some of our friends at other places, where the wheel tournaments have been a comparative failure, ask how it is that Springfield has stepped to the front as a cycling center, and is able to command such crowds of people at a bicycle tournament. The Boston *Herald* speaking of the tournament on the Union grounds in that city, says:—

The Union management has certainly done everything to make the races a success. The purses and prizes were of a value and splendor never before equaled in the history of Boston cycling. The track has been refitted and kept in order at considerable expense, a band of music was engaged, and everything done that could subserve the interest and confort of the public. In Springfield, the attendance was over 40,000 in four days, and at New Haven there were over 3,000 in

two days. At Hartford, the attendance was over 5,000 in one day, and yet in Boston, a greater cycling center than either of these places, the attendance in three days has not approached one day's total in the other places.

There are various ways of accounting for this. For one thing, t success of the Springfield tournament is largely due to judicious advertising. Printers' ink, properly applied, is the very best stimulant to popular interest. We modestly aver that THE WHEELMEN'S GAZETTE had not a little to do in arousing the public expectancy and in bringing to Springfield large numbers of wheelmen from all parts of the country. Then the management of the tournament was the result of considerable experience and not a little patient study and planning. The people knew what to expect and that whatever was promised would be performed. The growth of the popular interest in cycling in this vicinity has been gradual and healthy. We began four years ago, by giving an exhibition in connection with another entertainment on the park. Then we gave rink exhibitions, and the second year we appeared on the park, again in connection with other sports. The third year we gave our first tournament; that drew crowds of people to the park, but not enough money to our coffers. The fourth year we knew how to cut our coat according to the cloth, and made the tournament a perfect success. Meanwhile the interest of the public has been gradually increasing. The bicycle races and all their surroundings have been entirely unobjectionable in character, and the result is that thousands of people who would not attend the circus or the horse races, come out to the tournament and go home delighted. Having achieved a good reputation for the sport we think it will be possible to retain it, and we do not doubt that Springfield will continue to be the great cycling center of the

#### SELLERS VS. HENDEE.

It is but fair to Mr. Hendee to state that he was not in his best condition. Some of his friends desired him to keep out of the races entirely, but he was the popular champion and his good nature could not resist the general demand that he should try his paces with Sellers. But physically Sellers was the better man. Large, strong, muscular, of good staying power, he was too much for Hendee, and fairly wrested the championship from him. His performance at Hartford had foreshadowed Hendee's defeat, among those who knew the latter's condition. And in fact we doubt whether the record of 2.39 will soon be beaten in the amateur lists, while the professionals will have to work very hard to outdo it. As we have said elsewhere, the popular disappointment over Hendee's defeat was great, and the crowd waited and watched from day to day, till the end, in the hope that he might retrieve his fortunes. But Sellers held his ground and he held it honestly. In the unfortunate affair at New Haven, subsequent to our tournament, in which Sellers lost the race to Hendee, on account of a foul, we believe that the foul was entirely unintentional on the part of Sellers, and that he would have won the race fairly but for a miscalculation of Hendee's distance from him. We still have strong faith in "Our George," if he shall continue to ply the wheel as a racer, and we have confidence enough in Yankee pluck to believe that Sellers will meet his match when he comes again. Au revoir! We'll see him later.

#### THE SPRINGFIELD TOURNAMENT.

Well, it has come and gone.

It was a glorious occasion.

The weather was so fine that "bicycle weather" seems likely to pass into a proverb with Springfield people as a synonym for beautiful September days, with just sun enough for warmth and just breeze enough for coolness.

A sort of meteorological lemonade with a stick in it, as it were.

A threatened shower postponed the fireworks for one night, but that was all the interference experienced from "Old Prob."

And the fireworks got all the riper for waiting. They went off like hot cakes—yes, red-hot, greenhot and blue-hot ones. They "riz" like yeast cakes.

Few events in which so much was promised ever passed off more successfully. There was not a hitch in the programme from beginning to end. The experience of the previous year had taught the managers what to provide for and what to avoid.

The new half-mile race track proved to be all that was promised, and the universal testimony of the crowds on the park was that it was a vast improvement upon the old mile track.

As for its good qualities as a race track the records that were broken are evidence enough.

The arrangements for the comfort of the spectators were heartily approved. The two grand stands at either end of the homestretch supplementing the old grand stand facing the finish, enabled thousands to see and enjoy the races, as would have been otherwise impossible.

The crowds were good natured, intelligent, enthusiastic. Ministers, deacons, doctors, bankers, merchants, lawyers, teachers, mingled with people from the shops and factories, in truly democratic fashion. Quite half of the throng was composed of ladies, and we know of very many who attended every day and kept their scores industriously.

We doubt whether a wheel tournament was ever held elsewhere, to which the whole town and country side devoted itself so thoroughly. Each day the banks closed at an early hour, and on Thursday, "that great day of the feast," all the principal business establishments, the factories and shops, were closed during the afternoon to allow all hands to attend the races.

The enthusiasm on that day extended to all the country towns, and even the academies and schools

took a vacation, from "Hobson's choicc." The boys were bound to come and come they did. The result was, on Thursday, an immense gathering of people on Hampden Park, many times outnumbering any that ever attended the horse races at the same place. On the other days the attendance was satisfactorily large.

The great diversity in the races enabled the management to offer an excellent programme for every day. With scarcely an exception the events were all spirited and interesting, and nothing was promised that was not faithfully performed. Naturally the spectators were disappointed over the failure of the local favorite to hold his own with his English competitor, and followed his fortunes to the last in the eager hope that he would retrieve his record, yet there was no expression of ill-will when he was defeated. As the band struck up "God save the Queen," following Sellers's victory, the crowd cheered heartily, as if remembering that after all, it was a contest between Anglo-Saxon and Anglo-Saxon, and it was no disgrace to be beaten by an Englishman.

Take it "by and large" it was a grand event, and we may easily be pardoned for being proud of it. In behalf of the Springfield Club, we take occasion to thank all who contributed in any way to its success. We are not at all chagrined because those who came across the ocean, at our invitation, bore away their full share of the honors. We also thank them for their attendance and hope they will come again. We are a little in doubt whether we should first thank or congratulate the 50,000 people who witnessed the races, but we do both in equal proportions. We are glad they came, and we feel very sure that they are glad, too. If they didn't get their money's worth of entertainment-well, we will try to do better next time. But we think they did. Nevertheless, we shall try to do better next time, all the same.

#### A GOOD WORD FOR THE PRESS.

The representatives of the press attending the tournament were given every possible facility for doing their work and warmly commended the arrangements for their benefit, as well as the general management of the tournament. The result was that the races were very fully and in some cases very finely reported. The Boston papers daily gave full accounts of the races, and the New York, Hartford and other papers presented excellent reports. The daily papers in this city devoted themselves to the occasion as one of paramount importance. The reports of the Union were very full and complete. An extra edition was issued each day giving complete reports up to a late hour, and on the last day covering all the races and having the edition upon the street when the crowds came off the park. City Editor Newell took personal charge of the work, and his reports were the astonishment and delight of the wheelmen, covering every essential point of the races and presenting them in a very picturesque and readable manner. The Springfield Bicycle Club is greatly indebted to the press for its share in making the tournament a success.

We have printed a large edition of the present number, and wheelmen and others wishing copies for future reference will have a single copy sent on receipt of three two-cent stamps, or five copies for twenty-five cents, postpaid, twenty-five copies one dollar.

#### A MIDNIGHT RACE.

The Bible informs us that God made and created all beings and things; so He must certainly have created this bicycler also,—and what a noble piece of work it is! Vanity and stuckupedness are not twins—with one exception. Our dear Creator magnanimously or accidentally pumped into me one extra whiff of the quintessence of Morpheus, *ergo* sleep. Ever ready at my bidding, I have but to think thereof, and away I doze.

But what I lack in wakefulness, I amply regain in activeness and perception; and so, on this occasion, while my younger brother was busily engaged in jerking me out of bed and pulling me towards the window, I immediately awoke to a realization of my position. The yellow glare through the open casement, and the bright, lurid sky in the distance, indicated but one thing, a conflagration; and the harsh, but melodious, clanging of a bell served but to locate the same at the large paper manufacturing cstablishment of friend F—— & Co., over whose book-keeping sanctorium I presided.

Perhaps it did take five minutes to throw on some wearing apparel, but no ten had elapsed ere the bright moonlight revealed me astride of my trusty fifty-four, speeding with all possible haste towards Lockland, the destructive element's present site.

I carried no lantern, thanks to the full moon's light; besides years of constant traveling over the same route had so familiarized me with the path, that I verily believe I could ride over it blindfolded. An unfortunate cropper—slipping the pedal—secured for me the only knock-down I received, it also bending my left handle-bar nearly double. Under these contending circumstances, I resumed the race with but limited speed.

Prompted not alone by a sense of duty to my employers was I hastening to the scene; a second motive had drawn me thither. The day before an aged woman, one of the many hands engaged in the mill, had entrusted to my care a package of bank notes, containing, as she said, the savings of her lifetime. The various rumors of assigned banks arousing her suspicions of those institutions, I had accepted the trust, but had negligently placed it in the drawer of my desk, forgetting at my departure in the evening to place it in the fireproof vault of the firm. Therefore onward, forward! -that poor old woman's treasure must be saved. Long years of steady toil, a life of stinted comforts, and the results of all this might be swept from existence in a single night. The mill-owners' money lay safe in the barred vault; hers would but feed the flames. My employers had other resources to rely upon, but this hapless creature's hope for maintenance in her declining years lay in the preservation of the threatened parcel.

Flames were eagerly lapping that part of the building where the offices were located when I breathlessly arrived. To secure an ax, batter down the door, stagger through the stifling smoke to my desk, and open the drawer with the key I already carried in my hand was but the work of a few moments—many to me at the time; then grasping the coveted treasure, I groped, or rather felt, my way to the outside door, which I reached none too soon; for scarce ten feet had separated me from the burning building, when, with a crash as of thunder, the whole building sank together in one impenetrable mass of chaos and ruin.

Saved, saved! What, the money? Yes; but | Herald.

that old woman's life, too. Think you, reader, that when three score and ten years of life have passed o'er your head, and your accumulated hard earned possessions, be they many or be they few, are ruthlessly swept away with one single blow, think you, reader, the grave's terrors would blanch your cheek and haunt your brain? Not you, nor I.

"WILLHELM."

#### OHIO DIVISION L. A. W.

The fourth annual meet of the Ohio division L. A. W. was held at Cleveland, Ohio, August 18 and 19, under an invitation of the Cleveland Bicycle Club, and too much praise cannot be bestowed upon them for the generous manner in which the Ohio wheelmen were entertained, and for the complete and faultless manner in which all of the details of so large and successful a gathering were carried out by the enthusiastic members of the Cleveland Bicycle Club.

The business meeting was called to order at 10 A. M. by Chief Consul T. J. Kirkpatrick, and was held at the Opera House; in the afternoon the races were held on the grounds of the Athletic Park Association, and in the evening a fine exhibition of fancy riding was given at the Opera House. On the morning of the second day, August 19, was the parade of about 400 wheels in line, races in the afternoon, closing with a sumptuous banquet in the evening. The weather was regular Springfield bicycle weather, and all voted that for a downright good time wheelmen should go to Cleveland, Ohio.

#### TOURNAMENT OF THE SCRANTON BICY-CLE CLUB.

The racing season of 1884 will close with the first annual race meeting of the Scranton Bicycle Club, Scranton, Pa., which will be held Thursday, October 16. An enjoyable day's sport has been arranged, consisting of a parade in the morning, races in the afternoon, and entertainment in the evening. The races will be held at the Scranton Driving Park, on a one-half-mile track which has gained the reputation of being one of the fastest in the State. The track committee proposes putting it in the very best possible condition for racing, so that fast time will undoubtedly be made. A large sum of money has been expended for prizes, principally handsome gold and silver medals.

The list of races includes the following: Threemile state championship, one-half-mile dash for novices, one-mile dash, five-mile handicap, onemile ride and run, one hundred yards slow, onemile club championship, one-mile consolation, tugof-war. The entertainment will consist of fancy and trick riding, presentation of prizes, club drill, and roller skating.

Glorious weather, good trotting, but comparatively small crowds attended the annual fall meeting of the Hampden Park Association. There are several opinions as to the cause of the limited attendance, but that which seems to carry the most weight is that the day of horse racing is past and the "bicycle" has taken its place. The management during the racing was all that could be desired, and though the stockholders may come out of it without pecuniary gain, they have the satisfaction of knowing that the lack of interest was owing to no fault of theirs, but rather to a change of taste on the part of the people.—Springfield Herald.

#### THE GREAT AMERICAN ROAD-BOOK.

Such a characterization may, I think, be fairly applied to "Ten Thousand Miles on a Bicycle,"simply with reference to the great amount of printed matter which it is to contain, and the great number of roads which it is to describe,-without any appearance of boasting that it is to be "great" in a more complimentary sense, or of pretending that it is to be complete and exhaustive in regard to all the roads of "America." The "table of contents and general prospectus,"—which I arranged on the 3d of December, 1883, printed on the 15th of January following, and published ten days latersays: "The book is designed to give minute description of 5,000 miles of road which I have personally explored while driving my forty-six inch bicycle twice that distance in the regions indicated by the list of titles." There are thirty-three of these titles; and my present purpose is to describe the matter represented by each, and also by the additional chapters which my exploration of a thousand new miles of roadway in 1884 will compel me to add to the list.

- I. ON THE WHEEL.—This is an essay, of about 6,800 words, which was published by Lippincott's Magazine (June, 1882, pp. 576-587), and reprinted by the Wheelman, six months later (pp. 170-179). It was favorably mentioned in many of the notices of the first-named magazine, and liberal extracts from it were quoted by two or three papers. It was originally written in competition for the wheel offered by the Pope Manufacturing Company, as a prize for "the best article on the uses of the bicycle." This was awarded, October 1, 1881, to Mr. C. E. Hawley, of Washington, whose essay was printed in the first number of the Wheelman (October, 1882, pp. 22-29). The judges in the case were Mr. John Boyle O'Reilly, editor of the Boston Pilot; the Rev. H. P. Weston, and Mr. W. F. Halsall, the marine artist.
- 2. AFTER BEER.—From Puck, of August 11, 1880. This is a parody, of 144 words, on the wellknown "Beer" verses by George Arnold; and it was reprinted by at least half a dozen newspapers.
- 3. WHITE FLANNEL AND NICKEL PLATE.-From J. P. Burbank's "Wheelman's Annual for 1882" (pp. 111-118, about 2,640 words). This was written in December, 1881, as an account of my own habits and preferences as to dress and baggage-carrying while on the road; and a few additions will be made, to show the lessons of my three years' later experience.
- 4. A BIRTHDAY FANTASIE.—Four stanzas, of seven lines each, written for the "mid-winter number" of Bicycling World (January 14, 1881, p. 153), in imitation of "Drinking Catch," by T. L. Peacock.
- 5. Four Seasons on a Forty-six. From Wheelman, February, 1883 (pp. 368-375, about 5,600 words). This is a chronological summary of my first 6,000 miles of riding, 1879-82; and I have mentioned it as a pattern for the sort of reports which I wish other riders to prepare coneerning themselves for the long-distance chapters of my book.
- 6. COLUMBIA, No. 234. From Wheelman, March, 1883 (pp. 432-436), and Springfield IVheelmen's Gazette, May, 1884 (pp. 2, 3, 4), about 7,500 words. This gives a minute account of the machine on which I rode 10,082 miles, with exact descriptions of wear, breakage and cost of repairs.
- 7. My 234 RIDES ON "No. 234."-From Wheelman, April, 1883 (pp. 56-66, about 8,000 words). This "exhibits my various rides and riding ex- longest chapter of all (about 14,000 words), and

- periences so classed together according to character as to be most significant and instructive, and also such facts about my physique and habits of life as may help to an understanding of the record."
- 8. Around New York.—This will describe the roads of Manhattan Island; the route up the Hudson as far as Tarrytown; the route along the Sound to the border of Connecticut, at Port Chester; the route through Brooklyn to Coney Island, and the various ways of getting through and around the city by railroad and steamboat. Though based upon my earliest road-report, in Am. Bicycling Journal of October, 1879, this chapter will be entirely re-written.
- 9. OUT FROM BOSTON.—This will contain report of rides from that city to Portsmouth, and to Springfield, in spring of '81 (Bicycling World, August 26, about 2,000 words); and of ride from Boston to Providence and thence to Worcester in September, 1883.
- 10. THE ENVIRONS OF SPRINGFIELD.—From Wheelman, December, 1883 (pp. 186-192, about 5,400 words).
- II. SHORE AND HILL-TOP IN CONNECTICUT.-Description of a ride in summer of 1883, along the Sound, from New London to New Haven, from Derby up the Naugatuck valley to Litchfield, thence to Winsted, Southwick Ponds and Springfield.
- 12. LONG ISLAND AND STATEN ISLAND.—From Bicycling World, November 26, 1880; May 20, 1881; July 28, 1882 (about 3,750 words, most of which will need to be re-written).
- 13. COASTING ON THE JERSEY HILLS.—From Wheelman, June, 1883 (pp. 215-221, about 5,400 words). This describes minutely the Orange and Newark region, with the best approaches thence to New York, and gives a general account of the whole of northern New Jersey.
- 14. LAKE GEORGE AND THE HUDSON.-From Bicycling World, October 7, and November- 11, 1881 (about 3,000 words). This describes a ride up the Connecticut valley from Springfield to Bellows Falls, through the Green Mountains from Rutland to Whitehall, and down the Hudson valley from Lake George to Tarrytown.
- 15. THE ERIE CANAL AND LAKE ERIE.-From Bicycling World, May 27, June 3, June 10, 1881 (about 3,750 words). An autumn ride on the towpath from Schenectady to Oneida, and then from Niagara Falls along the lakeside to Ashtabula, Ohio.
- 16. ALONG THE POTOMAC. From Bicycling World, June 23 and July 14, 1882 (about 2,500 words). An October ride on the path of the Chesapeake and Ohio canal, between Cumberland, Md., and Washington, D. C.
- 17. THE HILLS OF KENTUCKY .- From Wheelman, October, 1883 (pp. 30-37, about 6,400 words). This describes 340 miles traversed, mostly in the Blue Grass Region, while on a June tour to the Mammoth Cave.
- 18. FOUR HUNDRED MILES .- From Wheelman, January, 1883 (pp. 248-253, about 4,800 words). A September tour from Trenton Falls to Avon Springs, to the falls and high-bridge at Portage, and through the Genesee, Susquehanna and Wyoming valleys.
- 19. WINTER WHEELING. From Wheelman, May, 1883 (pp. 114-119, about 4,800 words). A tour on frozen ground, ice and snow, in New York, Connecticut and Massachusetts.
- 20. IN THE DOWN EAST FOGS.—This is the

describes the week's adventures in Maine and New Brunswick of the party managed by Mr. F. A. Elwell, who were the thirty-six "participants" in the first extensive bicycle tour ever anywhere organized on so large a scale.

- 21. NOVA SCOTIA AND THE ISLANDS BEYOND. -From Outing, April, 1884 (pp. 11-18, about 6,200 words). A tour of 350 miles through the Maritime Provinces, in August and September, 1883.
  - 22. STRAIGHTAWAY FOR FORTY DAYS.
  - 23. A FORTNIGHT IN ONTARIO.
  - 24. THOUSAND ISLES TO NATURAL BRIDGE.

These three chapters will describe my monumental tour of 1883, from Detroit, Michigan, on the 8th October, to Staunton, Virginia, on the 22d November, a distance by the cyclometer of 1,422 miles, or one-eighteenth of the circumference of the globe. This was the longest continuous straightaway trail ever marked on the surface of the earth by the tire of a bicycle, until Mr. Thomas Stevens wheeled across the continent, from San Francisco, April 22, to Boston, August 4, 1884,an estimated distance of about 3,700 miles.

- 25. THE CORAL REEFS OF BERMUDA.—A report (not yet written) of four days' wheeling, 9th to 13th March, 1884, on the ideal roads of that "ocean paradise."
- 26. FROM CONN. RIVER TO CAVERNS OF LU-RAY.—This tells about the trial trip of my new bicycle "No. 234, Jr.," from the manufactory at Hartford, to New Haven, New York, Newark, Trenton, Philadelphia, Wilmington, Newark (Del.), Baltimore, Washington, Warrenton, Luray, Newcastle, Winchester, Harper's Ferry, Hagerstown, Gettysburg, York, Lancaster, Allentown, Easton and Newark,-a circuit of 800 miles, ending on the 5th of June, 1884.
- 27. BONE-SHAKER DAYS.—This describes my experiences, as a collegian, with the old "veloss" of 1869; and 'explains how I happened (when I returned home in April, 1876, from a five months' residence in London) to miss the distinction of "importing the first bicycle into America." The verses entitled "Velocipede," which the Wheelman of July, 1883 (p. 256), reprinted from the Yale Literary Magazine of April, 1869, will be appended to this chapter.
- 28. "CURL."—This is a biography (about 12,ooo words) of "the best of bull dogs," to whose memory the book is dedicated, and whose portrait will face its title page.
- 29. CASTLE SOLITUDE IN THE METROPOLIS.-This chapter was planned to contain an account of the very queer building, on Washington Square, which serves the author as a residence. It is not yet written, however, and as it does not directly concern the main object of the book, I may decide, if hard-pressed for time or space, that I will not write it at all.
- 30. THE TEN THOUSAND MILES MEN .- I desire to present here a summary of the records of all Americans who have wheeled that distance. Messrs, H. W. Williams, A. S. Parsons, W. Farrington, J. G. Dalton, G. F. Fiske and Elliott Mason have already reported to me, and I have the promise of reports from E. R. Drew, C. A. Hazlett and Perry Doolittle. Contributions have also come to me from leading English riders, such as E. Tegetmeier, H. R. Reynolds, Jr., A. J. Wilson ("Faed"), H. Sturmey, and Alfred Hayes, while I expect soon to hear from H. Etherington, E. R. Shipton, A. Nixon and others. The reports of the two first-named which I printed in August Outing (pp. 394, 395), are models which I wish

other long-distance men would pattern after. All English wheelmen who have "measured the circumference of this planet," 25,000 miles (as I think every one of the above named has done), will be welcome to a place in this part of the book. I shall also make room here for notable annual records, like that of 5,000 miles ridden by Frank E. Vates, of Chicago, in 1883.

31. ROUTES OF LONG-DISTANCE RIDERS.—This title is intended to cover a summary of all important reports of American roads, not traversed by myself, which other tourists have published in the cycling press, or have privately prepared for me. In the former case, exact references will be given to the journals where the full accounts may be found. I desire to give here "some account of all Americans who have ridden as much as 100 miles straightaway in a day; or as much as 25 miles straightaway without dismount; or as much as 1,000 miles of roadway (that is, 'separate miles of road,'-not simply 'miles of riding'); or as much as 500 miles of roadway at a single excursion; or as much as 250 miles of continuous roadway, either straightaway or in a circuit; or who have engaged in tours remarkable for any other reason." I invite such men to describe to me as exactly as possible the character of the roads explored, with distances by cyclometer, times, dates, and conditions of weather. The transcontinental ride and tramp (about 3,700 miles) of Thomas Stevens, and the thousand mile tour of W. W. Darnell, are examples of what this chapter will eontain. It might easily be extended so as to cover the 400 pages promised for the entire book; and the limits to which I shall feel obliged to restrict it will depend somewhat upon the size of my subscription list. Though my book is not designed to encourage racing, I shall, for the sake of completeness, append to this chapter, or to some other, "a table of best times, amateur and professional, on bicycle and tricycle, in America and England."

32. THE TRANSPORTATION TAX .- I intend to present here a list of the numerous railroad and steamboat lines which have agreed to classify a passenger's bicycle as "personal baggage, to be earried free at the owner's risk"; and also a list of the few hostile lines which have adopted the policy of driving away the patronage of the bicycle tourist, by enacting the eollection of a discriminating tax against his personal outfit. The lines will be arranged geographically, and the length of each, with its terminal towns and chief intermediate points, will be indicated, together with its relation to adjacent highways, which are known to be suitable for bicycling. The latest rulings of the Custom House authorities in the United States, Canada, and elsewhere, in regard to the treatment of tourists' bicycles, will also be included in this ehapter.

33. HOTELS AND PARADES.—An argument that the League influence should be used in securing to all wheelmen the best of treatment at the former, and in banishing the disorderly and grotesque element from the latter. "A list of hotels where this book may be found," alphabetized by towns, will be appended to this chapter.

34. L. A. W., C. T. C., AND C. W. A.—The history of these three touring associations, with list of officers and statisties of membership, will be given in as condensed a form as possible. Mr. E. R. Shipton, its secretary, has expressed an intention of supplying a sketch of the second.

35. LITERATURE OF THE WHEEL.-Here will

be presented the name, size, publisher, and price of every journal, book or pamphlet in reference to eycling, of whose present or former existence I am able to get information. I shall classify the same as American, English, French, German, Dutch, Italian, and Australian. I expect to add the names and prices of such guide-books and maps as seem most useful to the American tourist; and shall endeavor to compile a list of the writers behind the pseudonyms of most frequent appearance in the cycling press.

36. THE INDEXES.—The chief local index will exhibit an alphabetical list of all towns mentioned,-"money-order" towns being marked by full-faced type, and "court house" towns by the initials "c. h.," after the pattern of the Postal Guide. My original plan of "repeating all these names under an alphabetical arrangement of states and counties" may perhaps be abandoned, if I am hard-pressed for space. There will be special lists of all persons mentioned, of desirable routes for tours, of rivers, valleys, lakes, mountains, waterfalls, battle-fields, monuments, colleges, and places rendered notable for historic or sentimental reasons. In the "appendix of subscribers," the whole 3,000 names will first be presented in a single alphabetical list, each one accompanied by the town of residence, and a numeral showing the order of enrollment. The names will then be repeated under a geographical arrangement, beginning with an alphabetical list of the towns in Maine, where subscribers of the book reside, and presenting the lists of the other States in succession, until the end is reached at California. It is my wish to show the exact residence or address of each subscriber, and the fact of membership or office-holding (past as well as present) in local wheel club or general association, like L. A. W., C. T. C., or C. W. A. Such officers and members of any given elub as are on my subscription list will be grouped together beneath the name of their town. Thus, under "New York City," I shall show special groups of subscribers who belong to the "New York," "Citizens," and "Ixion" Bicycle Clubs (with the address of each club), and a fourth group of the unattached. Nonwheelmen among my subscribers will be designated as such. Hotels and libraries on the list will be made prominent by italics.

In naming "a dollar" as the subscription price of so elaborately planned a book, I "took a leap in the dark," for I never made any attempt to estimate the amount of material which I had promised to put into it, until the need arose to prepare this present description. I see now that a summary of the estimated matter in the nineteen chapters which are already in existence, amounts to about 103,000 words; and I fear that the sixteen chapters yet to be written, with the indexes, introduction, and contents-table, will require as many more. It does not appear to me, therefore, that I can possibly carry out my plan by printing less than 200,000 words. The expense of impressing that amount of type "in handsome style, on fine paper, and securely binding the same in cloth, with gilt top and side-stamp," is a thing which I can only guess at, in advance of taking a definite estimate from a printer. I remember that Mr. Burbank's "Wheelmen's Annual for 1882," whose price was a dollar, eontained only 45,000 words. My present doubt, therefore, coneerns not so much my ability to pledge 3,000 advance subscribers, as my ability to make any profit in supplying them so expensive a

book at the specified rate. An increase of the price to \$1.50, for all those who delay their patronage until after publication day, has therefore been decided upon by me, as my only chance of securing a satisfactory financial result. It is exactly eight months ago to-day since I began my canvass, and the growth of my subscription list, reckoned by calendar months from then, may be shown by the following numerals: First month, ending 25th February, 533; seeond month, 272 (805); third, 332 (1137); fourth, 143 (1280); fifth, 141 (1421); sixth, 81 (1502); seventh, 259 (1761); eighth, 179 (1940). I therefore now lack just 1060 one-dollar pledges of the whole number needed as a "guarantee of good faith" before I make KARL KRON. my bargain with the printer.

Washington Square, N. Y., Sept. 25.

In responding to Karl Kron's request for an account of the recent 787-mile tour in California of Mr. H. C. Finkler, of San Francisco, the latter reports: "At last all the railroads under Central Pacific and Southern Pacific management grant us the privilege of carrying wheels free, at owner's risk, my connection with the legal fraternity having been instrumental in gaining this point. The winds and the hills which have to be contended with by tourists in this State are enough to discourage the majority of butterfly riders. For more than four years past I have been exerting myself constantly for the advancement of the sport, and I find that the enthusiasm of many of the wheelmen is only momentary."

The North German Lloyd Steamship Company is the first one of the transatlantic lines to officially announce that a passenger's bicycle will be transported free at the owner's risk, from Baltimore to Bremen. This announcement is in the form of a letter from the Baltimore agents of the company to Karl Kron, published in *Bicycling World* of August 22. The same letter promises the same concession in behalf of the Allan line from Baltimore to Halifax.

Two members of the Trenton Bicycle Club—W. P. Pray, League consul for Bristol, Pa., and B. S. Rose, of Trenton,—rode from the latter city to Manalapanville, 22 miles, on Saturday evening, August 16, starting at 5 o'clock; and, on the following day, between 5 A. M. and 7 P. M., rode 87 miles in spite of the very hot weather and inferior roads. The route of the second day was from Manalapanville to Long Branch, 26 miles, where a halt was made from 8 to 9.30 A. M., and thence back to Bristol, Pa., 61 miles. I eall this 109 miles a very creditable record for 26 hours.

H. C. Ogden writes from Middletown, N. V., August 20, to Karl Kron: "I had a fine trip last week to Lake Mohonk, going from here by way of Montgomery, Walden, St. Andrews, New Hurley and New Paltz. The road up the valley of the Wallkill from Walden to New Paltz is hard and very level. Two stretches of four or five miles each, having a hard slate surface, are almost on a dead level, and afford an even finer ride than that along the Delaware, from Port Jervis to Milford. The thirty-seven miles from here to New Paltz could be made without dismount."

Ohio wheelmen can, by sending items of interest, club elections, correspondence, etc., to Wm. F. Goetze Lockland, insure insertion in the following number of THE SPRINGFIELD WHEELMEN'S GAZETTE.

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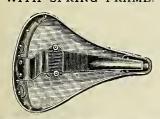
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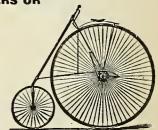
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1	" 2.39	2 "	5.45 3	-5R. Howell.
4	"L. B. Hamilton.	3 "	8.36 2	2-5R. Howell.
6.	"	4 "	12.11 3	-5R. Howell.
7	"L. B. Hamilton.	5 "	15.02 2	2-5R. Howell.
8	"John Brooks.	6 "	18.24 4	-5R. Howell.
9	"John Brooks.	7 "	21.17 2	2-5W. M. Woodside.
10	"	8 "	24.21 3	8-5W. M. Woodside.
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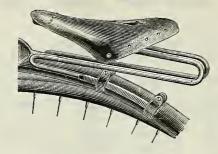
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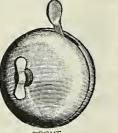
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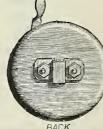
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#### THE SPRINGFIELD TOURNAMENT.

SECOND ANNUAL REVISION OF THE RECORDS.

The third annual tournament of the Springfield Bicycle Club was held on Hampden Park, Springfield, Mass., September 16, 17, 18, and 19, 1884, and was a success every way. All records from one-fourth up to and including ten-miles (except one-mile amateur), both amateur and professional, were broken, and eight of the world's records had

The Springfield tournament being an important chapter in the history of bicycling, we have compiled a very complete and perfect report of the meeting, and one worthy of a record. The name of each racer is placed in the order of the men on the track, No. 1 being the pole man; the figures following give the position of each man passing the half mile post. The timing is accurate, two men timing the first man, and one each the second and third; the duration of each mile is given, and a general summary, giving the races in a condensed form, together with a list of the winning men and the races won, the whole concluding with the new records for America and England.

The races were run on the new half mile track, which is pronounced by racing men to be the most perfect track in the world. A continuous solid wooden curbing marks the pole, and the track being full measurement, there can be no dispute about the records.

#### September 16-First Day. THE WEATHER

7 A. M. 1 P. M. 9 P. M.	Ther. 60 76 68	Bar. 30.02 29.77 20.70	Weather. Fair. Fair. Fair.
Mean temperature, Mean barometer, Highest temperature,	29.88 Lowes	est barometer, st barometer, fall in inches,	30.01 29.79 00.00
Lowest temperature.	54.00 Weat		Fair.

#### One-Mile Professional Handicap.

R. Howell, scratch; W. M. Woodside, five seconds; Robert James, five seconds; John S. Prince, five seconds; R. A. Neilson, seven seconds; C. J. Young, ten seconds; C. W. Ashinger, ten seconds

	∄m.	ım.
r R. A. Neilson,	3	7
2 J. S. Prince,	6	5
3 Robert James,	5	6
4 C. J. Young,	I	2
5 R. Howell,	7	3
6 C. W. Ashinger,	2	2.53
7 W. M. Woodside,	4	4
Winners.		
C. W. Ashinger, Eaton, Ohio, first,	Time,	2.53
C. J. Young, Boston, Mass., second,	**	2.54
R. Howell, Manchester, Eng., third,	**	3.04 3-5

#### DURATION OF TIME.

First quarter, 0.41 1-5; second quarter, 0.43 4-5; third quarter, o.41; fourth quarter, o.47.

#### Ten-Mile Amateur.

		$\frac{1}{2}$ m.	ım.	1½m.	2m.	2½m.	зm.	3½m.	4m.	4½m.
1 S. Sellers	,	3	4	3	3	3	3	3	3	3
2 Geo. Wel	ober	, 2	3	7	7	0				
3 C. Frazie	r,	I	2	2	2	4	0			
4 G. H. Ills	ston	, 5	6	5	5	6	0			
5 H. W. Ga	iske	11,6	7	6	6	5	4	4	4	4
6 J. Brooks	,	7	I	I	1	r	I	I	I	I
7 T. Robert	ts,	8	8	8	8	7	5	5	5	5
8 L. Hamil	ton,	4	5	4	4	2	2	2	2	2
51	m. j	5½m.	6m.	6½m.	7m.	7½m.	8m.	8½m.	9m.	9½m.
Sellers,	3	3	3	3	3	3	3	3	3	3
Gaskell,	4	4	4	4	4	4	0			
Brooks,	1	1	I	I	1	I	I	1	1	I
Hamilton,	2	2	2	2	2	2	2	2	2	2
Roberts,	5	5	. 5	0						
				WIN	NERS					
Sanders Sellers, Preston, England, first, 31.04 2-5										

L. B. Hamilton, Waterbury, Ct., second,

John Brooks, Blossburg, Penn., third,

#### DURATION OF TIME.

First mile, 3.06 3-5; second mile, 2.58 2-5; third mile, 2.58 2-5; fourth mile, 3.11 3-5; fifth mile, 3.14 2-5; sixth mile, 3.04 2-5; seventh mile, 3.10 3-5; eighth mile, 3.00 3-5; ninth mile, 3.21 2-5; tenth mile, 2.58.

#### NEW RECORDS.

3	miles,	John Brooks,	Blossburg,	Penn.,	9.03 2-5
4	66	**	"		12.15
6	ée	cc	ee		18.33 4-5
7	66	4.6	1.5		21.44 2-5
8	66	66			24.45
0	66	"	66		28.06 2-5
10	**	Sanders Selle	rs, Preston,	England,	31.04 2-5

#### One-Mile 3.20 Class.

21 entries. Two trial heats run; the first five in each heat running in the final heat.

	<u>1</u> m.	ım.
1 A. S. Jenness,	7	7
2 H. S. Wollison,	I	6
3 Joseph Powell,	4	2
4 L. A. Miller,	2	1
5 Leroy Weston,	9	10
6 J. W. Lord,	8	8
7 H. T. Fales,	10	9
8 H. E. Bidwell,	3	4
9 F. L. Dean,	6	5
10 W. Waite,	5	3
WINNERS		

#### L. A. Miller, Meriden, Ct., first, Time, 2.43 2-5 Joseph Powell, Smithville, N. J., second, 2.43 3-5 William Waite, New Haven, Ct., third,

lm. rm

2.44

7 1 m

#### DURATION OF TIME

First quarter, 0.39 1-5; second quarter, 0.42 4-5; third quarter, 0.39 2-5: fourth quarter, 0.42.

#### Two-Mile Tricycle.

	2****		-2			
1 E. P. Burnham,	1	I	1	1		
2 R. Chambers,	2	2	2	2		
3 L. H. Johnson,	4	4	4	4		
4 H. W. Gaskell,	5	5	0			
5 G. H. Illston,	3	3	3	3		
Winners.						
E. P. Burnham, Newton, first,			Time, 6.	27		

#### R. Chambers, Birmingham, Eng., second, 6.27 1-5 G. H. Illston, Birmingham, Eng., third, 6.28

#### DURATION OF TIME.

First mile, 3.19; second mile, 3.08.

#### NEW RECORD

2	miles.	E.	P.	Burnham,	6,27

#### Three-Mile Tandem

	źт.	ım.	ı <u>∱</u> m.	21n.	2½m.	3 m
1 R. F. & W. C. Stahl,	3	3	3	3	3	2
2 C. A. Joslyn & W. A. Chase,	I	I	I	I	1	3
3 C. H. Miller & F. Brown,	2	2	2	2	2	I

#### WINNERS.

Miller & Brown, Springfield, Mass., first, Time, 10.14 1-5 Stahl Brothers, Boston, Mass., second, 10.16 1-5 Joslyn & Chase, Leominster, Mass., third, 10.18 2-5

#### DURATION OF TIME.

First mile, 3.23 2-5; second mile, 3.34 2-5; third mile, 3.16 2-5. NEW RECORD.

#### 3 miles, Miller and Brown, 10.14 1-5 One-Mile Time 3.16.

	g111.	1 111
r H. H. Hull,	4	4
2 D. E. Hunter,	3	1
3 W. Waite,	13	0
4 J. W. Lord,	9	10
5 G. H. Illston,	11	7
6 C. J. Connelly,	ī	3
7 W. Maxwell,		
8 R. Chambers,	12	11
9 E. P. Burnham,	8	8
10 W. A. Hurlburt,	7	12
11 H. T. Fales,	6	6
12 C. B. Ripley,	5	5
** E Norton	***	

This being a time race, the man coming the nearest to the time given wins the race, and not the first man in.

#### WINNERS.

14 C. H. Miller,

31.05 1-5

31.07

C. H. Miller, Springheld, Mass., first,	Time, 3.16 2-5
D. E. Hunter, Beverly, Mass., second,	" 3.15
C. J. Connelly, Rome, N. Y., third,	" 3.17 4-5

#### Three-Mile Professional.

	$\frac{1}{2}$ m.	ım.	ı∄m.	2m.	2½m.	31
1 C. J. Young,	I	5	6	6	6	5
2 R. A. Neilson,	3	6	5	0		
3 W. M. Woodside,	6	t	t	I	I	4
4 C. W. Ashinger,	7	7	7	5	5	6
5 R. Howell,	2	2	2	2	2	1
6 Robert James,	4	3	3	3	3	2
7 J. S. Prince,	5	4	4	4	4	3
	***					

Richard Howell, Manchester, Eng., first, Time, 8.36 2-5 Robert James, Birmingham, Eng., second, 8.39 1-2 John S. Prince, Washington, D. C., third, 8.30 4-5

#### DURATION OF TIME.

First mile, 2.53 2-5; second mile, 2.58; third mile, 2.45.

#### NEW RECORD.

3 miles, R. Howell, 8.36 2-5 Three-Mile Tug-of-War.

Springfield Bicycle Club, first, Time, 9.16 2-5 Berkshire County Wheelmen, second, 9-17 4-5

#### DURATION OF TIME.

First mile, 3.06; second mile, 3.05 2-5; third mile, 3.05.

#### Two-Mile 6.25 Class.

	½m.	ım.	ı∄m.	zm.
1 D. E. Hunter,	4	5	4	3
2 W. Waite,	8	4	3	4
3 Leroy Weston,	I	2	2	5
4 C. H. Chickering,	5	6	5	11
5 H. S. Wollison,	2	8	7	2
6 F. L. Dean,	10	1	I.	10
7 J. W. Lord,	6	9	8	7
8 L. A. Miller,	7	7 .	6	Į
9 H. T. Fales,	9	10	10	6
o A. B. Rich,	11	11	9	9
u W. A. Hurlburt,	3	3	7	8
	WINNERS			

Lewis A. Miller, Meriden, Ct., first, Time, 5.55 1-5 H. S. Wollison, Pittsfield, Mass., second, 5.56 2-5 D. E. Hunter, Beverly, Mass., third, 5-57

#### DURATION OF TIME

First mile, 3.01; second mile, 2.54 1-5.

7 A. M.

#### September 17—Second Day.

#### THE WEATHER.

Bar

Weather.

I P. M.	8o	29.76	Fair.
9 P. M.	69	29.75	Fair.
	Summ	MARY.	
Mean temperature,		Highest barometer,	29.80
Mean barometer,		Lowest barometer,	29.77
Highest temperature,		Rain-fall in inches,	00.00
I owest temperature	65 00	Weather	Fair

#### THE PARADE.

At 8.30 people began to gather at the street corners along the line of march, while at the park there was a general bustle of active preparation for the formation of the procession. It was decided not to have a police escort, but officers were stationed at the corners of the streets where the crowds were likely to gather the thickest, for the purpose of keeping an open passage for the procession, and preventing accidents. All along Main street the curbing was lined, several thousand persons congregating at the junction of Main and Clinton, and Main and Worthington streets, and about Court Square, while the smaller thoroughfares through which the line was to move had their gatherings. On the whole, probably 20,000 people viewed the parade and enjoyed the spectacle. There was no band with the parade, but at the junction of Clinton and Main streets Little's band was placed on an elevated stand and gave a good concert, while Hutchins's band did similar service at Court Square. Promptly at 10 A. M. the procession started; the line of march was through the south gate of the park, thence through Clinton, Main, Carew, Worthington and Main streets, around Court Square, thence through Main, Bliss, Water, Howard, and Main streets, countermarch, and Clinton street to the park. There were about 300 men in the line, about half as many as were in the parade a year ago, and there were not a great many tricycles, though there were a few, three of which were propelled by women. The procession, however, was notable for the neatness of its display. The following is the order of the parade:-

#### THE MAKE-UP OF THE PROCESSION.

Pace markers, Charles Whipple and E. Leonard, of this city. Commander-in-chief, Dr. T. S. Rust, of Meriden, Ct.

Aids, C. E. Stone, of Scitico, Ct., Henry E. Ducker, of Springfield, J. E. Savell, of Boston.

Adjutant, W. J. Winans.

Commander, Charles Chase, of Hartford, Ct.

Aids, J. F. Ives, of Meriden, Ct., and E. H. Harrington and J. F. Tilden, of Hartford, Ct.

Meriden Wheelmen, of Meriden, Ct., twenty-five men. Greenfield Wheelmen, of Greenfield, Mass., ten men.

Stamford, Ct., Bicycle Club, six men. Ariel, of Poughkeepsie, N. Y., five men.

Leominster, of Leominster, Mass., eight men.

Bijou of South Framingham, Mass., three men.

Payagu, of Weedsport, N. Y., two men. Wesleyan, of Wilbraham, Mass., ten men.

Pequot, of Hartford, Ct., five men.

Citizens, of New York, two men. Trojan, of Troy, N. Y., two men.

Unattached wheelmen from Needham, Columbia Club of North Attleboro, Winchester, N. H., and Holyoke, Boston and Greenfield.

#### SECOND DIVISION.

Commander, C. H. Potter, of Cleveland, O.

Aids, W. V. Gilman, of Nashua, N. H., J. H. Collister, of Cleveland, Dr. A. G. Coleman, Canandaigua, R. V. R. Schuyler, of New York, and Frank Weston, of Boston.

Northampton Wheelmen, twenty-four men.

New Haven, fourteen men.

Thorndyke, of Beverly, eight men.

Wakefield, four men.

Germantown, of Philadelphia, three men.

Poquonnoc, of Bridgeport, Ct., two men.

Williamsburg, two men.

Providence, two men.

Rota, of Holyoke, seven men.

Binghamton and Scranton clubs, two men.

Unattached wheelmen from Rockingham Club of Portsmouth, and Hinsdale, N. H.

#### THIRD DIVISION.

Commander, Fred L. Benton, of New Haven.

Aids, Arthur Wells, of Hartford, Walter Wellman, W. H. Hale and J. De Selding Brown, of New Haven, Louis Cooper, of Meriden, Charles Spooner, of Bridgeport, and F. E. Belden, of Hartford.

Berkshire County Wheelmen, of Pittsfield, twenty men.

Connecticut, of Hartford, twelve men.

Lowell, eight men.

Buffalo, six men.

Westfield, four men.

Norristown, Penn., two men.

Holyoke, seventeen men.

Genesee, of Rochester, N. Y., three men.

Suffield, eight men.

Brattleboro, eight men.

Willimantic, Ct., four men.

Springfield Club, of this city, fifty men.

Meriden Wheel Club, Meriden, Ct., first prize. Northampton Wheelmen, Northampton, second prize. Holyoke Bicycle Club, Holyoke, third prize.

#### Ten-Mile Professional Open.

	$\frac{1}{2}$ m.	ım.	$1\frac{1}{2}$ m.	2m.	2 ļm.	зm.	3½m.	4m.	4½m.
r R. A. Neils	on, 4	4	5	0					
2 R. Howell,	2	2	2	2	2	1	1	I	2
3 R. James,	5	5	4	4	4	2	2	2	3
4 J. S. Prince	, 3	3	3	3	3	4	3	4	4
5 W. Woodsi	de, 1	I	1	I	I	3	4	3	1
6 C. Ashinge	r, 6	6	6	5	5	5	5	5	5
5m	. 5½m,	6m.	6½m.	7m.	7½m.	8m.	8½m	9m.	9½m.
Howell, 2	2	2	2	2	2	2	2	2	3
James, 4	4	4	4	4	4	4	4	3	5
Prince, 3	3	3	3	3	3	3	3	4	4
Woodside, 1	I	I	1	1	1	I	1	1	2
Ashinger, 5	5	5	5	5	5	5	5	5	1

Richard Howell, Manchester, Eng., first, Time, 30.07 1-5 W. M. Woodside, Chicago, Ill., second, " 30.09 2-5 Robert James, Birmingham, Eng., third, 30.09 3-5

#### DURATION OF TIME.

First mile, 2.50 2-5; second mile, 2.55 1-5; third mile, 3.03 4-5; fourth mile, 3.17; fifth mile, 3.07 4-5; sixth mile, 3.00 3-5; seventh mile, 3.02 3-5; eighth mile, 3.04 1-5; ninth mile, 3.00; tenth mile, 2.45 3-5.

#### NEW RECORDS.

2	miles,	W. M. Woodside,	5-45 3-5
4	"	R. Howell,	12.06 2-5
5	"	W. M. Woodside,	15.14 1-5
6	"	"	18.14 4-5
7	66	"	21.17 2-5
8	"	"	24.21 3-5
9	"	"	27.21 2-5
10	66	R. Howell,	30.07 1-5

#### Two-Mile Open.

	<u></u> ½m.	ım	$r^{1}_{2}m$ .	2m.
1 Chas. Frazier,	4	I	I	3
2 G. H. Illston,	5	6	8	5
3 T. W. Roberts,	8	7	5	0
4 G. M. Hendee,	2	3	3	2
5 Asa Dolph,	6	4	7	6
6 H. W. Gaskell,	7	8	6	7
7 S. Sellers,	3	2	2	1
8 John Brooks,	1	5	4	4

#### WINNERS.

Sanders Sellers, Preston, Eng., first, Time, 6.03 Geo. M. Hendee, Springfield, Mass., second. 6.04 Chas. Frazier, Smithville, N. J., third, 6.04 2-5

#### DURATION OF TIME.

First mile, 3.15; second mile, 2.48.

#### One-Mile Without Hands.

1m ım.

	-	
r H. H. Hull,	4	4
2 T. R. Finley,	2	3
3 H. S. Wollison,	3	1
4 C. H. Chickering,	I	2
Winners.		
H. S. Wollison, Pittsfield, Mass., first.	Time. 2	00.2=5

H. S. Wollison, Pittsfield, Mass., first,	Time, 3.00 2-5
C. H. Chickering, Smithville, N. J., second,	" 3.00 4-5
T. R. Finley, Smithville, N. J., third,	" 3.01 1-5

#### DURATION OF TIME.

First quarter, o.46 2-5; second quarter, o.42 1-5; third quarter, 0.45 2-5; last quarter, 0.46 2-5.

#### NEW RECORDS.

1/4	mile,	C. H.	Chickering,		0.46 2-5
1/2	"		41		1.28 3-5
3/4	"		62,	4	2.14
1	6.6	H. S.	Wollison,		3.00 2-5

#### Three-Mile 9.50 Class.

	≱m.	ım.	ı₫m.	2m.	2½m.	3m
1 D. E. Hunter,	I	2	2	2	4	6
2 H. T. Fales,	2	8	8	0		
3 Joseph Powell,	3	1	1	3	2	0
4 A. B. Rich,	9	9	10	9	3	7
5 A. L. Jenness,	4	·3	3	4	7	8
6 L. A. Miller,	6	5	6	6	8	5
7 E. Norton,	5	4	4	I	5	I
8 W. Waite,	8	7	9	8	9	4
9 H. E. Bidwell,	7	6	5	5	I	2
10 H. S. Wollison,	10	10	7	7	6	3

#### WINNERS.

Eliot Norton, Springfield, Mass., first,	Time, 8.53 2-5
H. E. Bidwell, Hartford, Ct., second,	" 8.54 3-5
H. S. Wollison, Pittsfield, Mass., third.	66 8.55

#### DURATION OF TIME.

First mile, 2.56 2-5; second mile, 3.05; third mile, 2.52.

#### Five-Mile Victor Tricycle.

		<u>¹</u> m.	ım.	1½m.	2m.	2½m.	зm.	3½m.	4m.	4½m.
I	L. Johnson,	2	2	3	3	3	4	3	3	3
2	R. Chambers	, I	I	1	1	1	I	1	1	2
3	E. Burnham,	3	3	4	4	4	3	4	4	1
4	G. Illston,	4	4	2	2	2	2	2	2	4
Winners.										

#### R. Chambers, Birmingham, Eng., first,

Time, 17.14 2-5 E. P. Burnham, Newton, Mass., second, G. H. Illston, Birmingham, Eng., third,

17.15 2-5 17.16

#### DURATION OF TIME.

First mile, 3.27; second mile, 3.30; third mile, 3.36; fourth mile, 3.35; fifth mile, 3.06 2-5.

#### NEW RECORDS.

3 1	miles,	R. Chambers,	10.33
4	"	44	14.08
5	44	"	17.14 2-5
		Half-Mile	Dash, Open.
			1m

#### 1 H. W. Gaskell. 2 Wm. Waite. 3 C. J. Connelly, 4 ·Chas. Frazier, 5 H. S. Wollison, 6 S. Sellers. WINNERS.

Sanders Sellers, Preston, England, first, Time, 1.18 1-5 H. W. Gaskell, Birmingham, Eng., second, " 1.18 4-5 " 1.19 2-5 Chas. Frazier, Smithville, N. J., third,

#### DURATION OF TIME.

First quarter, 41 2-5; second quarter, 36 4-5.

1/4 mile, S. S. S. 1/2 "		RECORDS.	0.41 2-5 1.18 1-5
	One-Mile P	rofessional Oben.	

	±m.	ım
R. A. Neilson,	6	0
2 R. Howell,	1	3
3 J. S. Prince,	3	I
4 R. James,	2	2
5 C. W. Ashinger,	4	0
6 C. S. Young,	5	0
7 W. M. Woodside,	7	4

#### WINNERS.

John S. Prince, Washington, D. C., first,	Time, 2.39
R. James, Birmingham, Eng., second,	" 2.39 2-5
R. Howell, Manchester, Eng., third,	" 2.40

#### DURATION OF TIME.

First quarter, 40 2-5; second quarter, 40 3-5; tbird quarter, 38 2-5; fourth quarter, 39 3-5.

#### NEW RECORDS.

0.40 2-5
1.21
1.59 2-5
2.39

#### Five-Mile Record.

		½m.	ım.	ı₫m.	2m.	2½m.	зm.	3½m.	4m.	4½m.	5m.
I	Frazier,	4	5	2	7	3	3	3	3	5	3
2	Roberts,	5	0								
3	Hamilton,	3	4	6	3	5	4	1	1	7	6
4	Dolph,	2	3	4	5	6	5	2	0		
5	Brooks,	I	2	3	2	2	2	4	2	3	4
6	Webber,	7	I	5	4	7	I	6	5	6	7
7	Chambers,	6	8	8	8	4	7	8	6	I	2
8	Gaskell,	9	6	I	1	1	8	7	7	2	1
9	Way,	S	7	7	6	8	6	5	4	4	5
				w	78787	EDS.					

H. W. Gaskell, Birmingham, Eng., first, L. B. Hamilton, Waterbury, Ct., second. Geo. Webber, Smithville, N. J., third.

#### NEW RECORDS.

2 miles, H. W. Gaskell,	5.42 3-5
3 "George Webber,	8.50 2-5
4 " Lewis B. Hamilton,	11.55 2-5
5 " H. W. Gaskell,	14.51

#### DURATION OF TIME.

First mile, 2.46; second mile, 2.56 3-5; tbird mile, 3.07 4-5; fourth mile, 3.05; fifth mile, 2.55 3-5.

Note.—In the above race, the man winning the most half-miles wins the race. Hamilton and Webber were tied for sec-ond place, but the relative positions in the other heats being considered gave Hamilton second place. H. W. Gas-kell winning the last half mile breaks the record and gets the additional prize.

#### Two-Mile Tandem.

	2111.	1111.	15m.	2111.
1 R. F. & W. C. Stahl,	I	I	1	2
2 C. H. Miller & F. Brown,	2	2	2	1
3 C. A. Joslyn & W. H. Chase,	3	3	3	3
Winne	ERS.	*		

R. F. & W. C. Stahl, Boston, Mass., first, Time, 6.56 2-5 C. Joslyn & W. Chase, Leominster, Mass., second, " C. Miller & F. Brown, Springfield, Mass., third, " 6.54 3-5

DURATION OF TIME.	Five-Mile 16.40 Class.	DURATION OF TIME.
	½m, 1m, 1½m, 2m, 2½m, 3m, 3½m, 4m, 4½m, 5m,	
First mile, 3.34 3-5; second mile, 3.20.	1	First quarter, 0.48 2-5; second quarter, 0.46 3-5; third quar-
R. F. & W. C. Stahl claimed a foul on C. H. Miller & F.		ter, 0.49 1-5; fourth quarter, 0.49.
Brown, which was allowed, giving the Stahls first place, Miller & Brown third place.	7 777	New Records.
	3 L. Weston, 9 12 11 10 10 2 4 3 1 3 4 N. Tyler, 1 2 7 0	¼ mile, R. Chambers, 0.48 2-5
New Record.	5 R. Way, 7 6 5 5 5 7 9 8 6 0	1.25
Miller & Brown, 6.54 3-5	6 E. Wheaton, 4 8 12 0	2,24 1-5
<del></del>	7 Chickering, 2 1 1 1 9 3 0	3.13 1-5
	8 C. Parsons, 11 10 6 3 6 8 8 7 3 1	
September 18—Third Day.	9 Wollison, 10 9 10 8 8 10 6 4 8 6	September 19—Fourth Day.
T 117	10 W. Waite, 6 5 4 9 2 1 1 2 5 5	THE WEATHER.
THE WEATHER.	11 A. B. Rich, 12 11 9 7 3 4 7 9 7 0	
Ther. Bar, Weather. 7 A. M. 60 29.72 Fair,	12 D. Hunter, 8 7 8 6 7 6 3 5 4 4	Ther. Bar. Weather. 7 A. M. 51 30.14 Clear.
7 A. M. 60 29.72 Fair. I P. M. 73 29.68 Hazy.		I P. M. 64 30.11 Clear.
9 P. M. 60 29.82 Fair.	Winners,	9 P. M. 53 30.18 Fair.
Summary.	C. H. Parsons, Springfield, Mass., first, Time, 15.462-5	Summary.
Mean temperature, 63.50   Highest barometer, 29.82	L. A. Miller, Meriden, Ct., second, " 15.47	Mean temperature, 55.25 Highest barometer, 30.18 Mean barometer, 30.15 Lowest barometer, 30.14
Mean barometer, 29.77 Lowest barometer, 29.72	Leroy Weston, Adams, Mass., third, "15.47 2-5	Mean barometer, 30.15 Lowest barometer, 30.14 Highest temperature, 65.00 Rain-fall in inches, 00.00
Highest temperature, 74.00 Rain-fall in inches, 00.01 Lowest temperature, 57.00 Weather, Fair.	Duration of Time.	Lowest temperature, 46.00 Weather, Clear.
Lowest temperature, 37.00   Weather, Pail.	First mile, 3.02 2-5; second mile, 3.16 3-5; third mile, 3.13;	725 2.57. A
Three-Mile Professional Record.	fourth mile, 3.20; fifth mile, 2.54 2-5.	Five-Mile Amateur Open,
1 1	7 31 3	$\frac{1}{2}$ m. 1m. $1\frac{1}{2}$ m. 2m. $2\frac{1}{2}$ m. 3m. $3\frac{1}{2}$ m. 4m. $4\frac{1}{2}$ m.
*** ** *** * * * * * * * * * * * * * * *	Five-Mile Professional Open.	I S. Sellers, I 2 2 2 2 2 3 I I
	½m, 1m, 1½m, 2m, 2½m, 3m, 3½m, 4m, 4½m,	2 E. Norton, 4 6 7 7 5 6 6 6 2
	1 R. A. Neilson, 1 4 1 5 3 5 4 5 0	3 C. Frazier, 7 3 4 1 4 4 5 3 4
75 4 37 15	2 C. W. Ashinger, 4 5 5 4 4 3 5 4 4	4 R. Chambers, 2 7 1 4 6 5 4 4 6
	3 R. James, 2 3 4 3 2 4 3 3 3	5 J. Brooks, 6 5 6 3 1 1 1 5 5
5 R. Howell, 1 1 1 1 3 1	4 W. M. Woodside, 5 1 2 1 5 1 1 1 1	6 G. H. Illston, 5 1 3 6 3 3 2 2 3
Winners.	5 R. Howell, 3 2 3 2 1 2 2 2 2	7 H. Gaskell, 3 4 5 5 7 7 7 7 7
R. Howell, Manchester, England, first, Time, 8.55	Winners,	WINNERS.
W. M. Woodside, Chicago, Ill., second, "8.58 r-5		
R. James, Birmingham, England, third, "8.58 3-5	R. Howell, Manchester, England, first, Time, 15.42 3-5	S. Sellers, Preston, Eng., first, Time, 16.06 2-5
	R. James, Birmingham, England, second, "15.43 4-5	C. Frazier, Smithville, N. J., second, "16.06 3-5
DURATION OF TIME.	W. M. Woodside, Chicago, third, "15.45	John Brooks, Blossburg, Penn., third, "16.07 2-5
First mile, 2.51; second mile, 3.01; third mile, 3.03.	DURATION OF TIME.	DURATION OF TIME.
	First mile, 3.16; second mile, 3.08 2-5; third mile, 3.18;	First mile, 3.19; second mile, 3.27; third mile, 3.09 1-5;
Half-Mile 1.40 Class.	fourth mile, 3.07 4-5; fifth mile, 2.52 2-5.	fourth mile, 3.19; fifth mile, 2.52 1-5.
Seventeen entries, and two trial heats were run, the first		10drth line, 3.19, littl line, 2.52 1-5.
four in each to run in the final.	One-Mile Tandem.	Five-Mile Professional Record.
<u>1</u> m.	R. F. and W. C. Stahl, Boston, first, Time, 3.13 3-5	½m. 1m. 1½m. 2m. 2½m. 3m. 3½m. 4m. 4½m. 5m.
r W. Waite,	C. A. Joslyn and W. A. Chase, Leominster, " 3.13 4-5	1 R. Howell, 1 I 1 I 3 I 2 I I I
2 D. E. Hunter,	DURATION OF TIME.	and the second s
3 H. E. Bidwell,		2 R. James, 2 2 2 2 2 3 3 3 3 4 3 Woodside, 3 3 3 3 1 2 1 2 2 2
4 A. B. Rich,	First quarter, 0.46; second quarter, 0.46 3-5; third quarter,	0.111
5 H. P. Williams, 6	0.53; fourth quarter, 0.48.	
6 Leroy Weston, 5	New Records.	Winners,
7 W. D. Hurlburt, 7	1/4 mile, Stahl Brothers, 0.46	R. Howell, Manchester, Eng., first, 8 half-miles.
Winners.	3/4 " " 1.32 3-5	W. M. Woodside, Chicago, Ill., second, 2 " "
William Waite, New Haven, first, Time, 1.23 3-5	34 " " 2.25 3-5	R. James, Birmingham, Eng., third.
H. E. Bidwell, Hartford, second, "1.23 4-5	ı " " 3.13 3-5	New Records.
D. E. Hunter, Beverly, third, · " 1.24 2-5	Ten-Mile Record.	R. Howell, Manchester, Eng., first, Time, 15.02 2-5
	½m. 1m. 1½m. 2m. 2½m. 3m. 3½m. 4m. 4½m. 5m.	W. M. Woodside, Chicago, Ill., second, "15.11 3-5
DURATION OF TIME.	I T. Roberts, 4 3 4 4 5 4 4 4 4 4	C. W. Ashinger, Eaton, Ohio, third, "15.27 2-5
First quarter 0.45; second quarter, 0.38 3-5.	~ ~ "	
	77 (3 1 1)	DURATION OF TIME.
One-Mile Open.	w ww 15.	First mile, 2.54; second mile, 3.02 3-5; third mile, 3.10 4-5;
½m, 1m,	4 L. Hamilton, 3 4 5 5 3 1 1 1 1 1 5 J. Brooks, 1 2 3 2 2 3 2 2 2 2	fourth mile, 3.04 1-5; fifth mile, 2.50 4-5.
I E. Norton, 8 4		II all arther and Ch
2 J. Brooks, 4 3	5½m, 6m, 6½m, 7m, 7½m, 8m, 8½m, 9m, 9½m, 10m,	Half-Mile 1.32 Class.
3 S. Sellers,	Roberts, 4 4 4 4 4 4 3 3 0	½m.
4 G. Webber,	Gaskell, 2 3 2 3 3 3 2 1 1 2	W. Waite,
5 C. Frazier, 7 6	Hamilton, I I I I I 3 4 4 0	2 H. S. Wollison, 9
6 G. H. Illston, 6 5	Brooks, 3 2 3 2 2 2 1 2 2 1	3 H. E. Bidwell, 5
7 J. W. Lord, 5	Winners of Race.	4 L. A. Miller, 3
8 G. M. Hendee,	L. B. Hamilton, Waterbury, Ct., first, 11 half-miles.	5 George Webber, 4
9 H. W. Gaskell, 9 8	H. W. Gaskell, Birmingham, Eng., second, 5 " "	6 A. L. Jenness, 8
Winners.	J. Brooks, Blossburg, Penn., third, 3 " "	7 D. E. Hunter,
S. Sellers, Preston, Eng., first, Time, 2.45 2-5	Winners of Last One-Half-Mile.	8 J. W. Lord, to
G. M. Hendee, Springfield, Mass., second, "2.45 3-5		9 A. B. Rich, 6
John Brooks, Blossburg, Penn., third, " 2.46		ro C. J. Connelly,
	H. W. Gaskell, Birmingham, Eng., second, "31.55	11 Leroy Weston, 7
DURATION OF TIME	DURATION OF TIME.	Winners.
First quarter, 0.46; second quarter, 0.39; third quarter,	First mile, 3.05 1-5; second mile, 3.10 2-5; third mile,	William Waite, New Haven, Ct., first, Time, 1.20 3-5
0.42; fourth quarter, 0.38 2-5.	3.14; fourth mile, 3.02 4-5; fifth mile, 3.09 3-5; sixth mile,	D. E. Hunter, Beverly, Mass., second, "1.20 4-5
	3.08; seventh mile, 3.07; eighth mile, 3.19; ninth mile,	L. A. Miller, Meriden, Ct., third, " 1.21 1-5
One-Mile Ride and Run.	3.15 2-5; tenth mile, 3.22 3-5.	DURATION OF TIME.
½m, 1m.	New Records.	First quarter, o.41 2-5; second quarter, o.39 1-5.
1 T. R. Finley, 2 2 Time, 4.43 3-5	6 miles, L. B. Hamilton, 18.50	
2 C. B. Ripley, 1 1 " 4.31 2-5	7 " " 21.57	One-Mile Tug of War.
	One-Mile Tricycle.	½m. im.
DURATION OF TIME.	<u></u> m. 1m.	Berkshire County Wheelmen, 4 2
First quarter, 1.11 2-5; second quarter, 0.53; third quar-	r G. H. Illston, 3 2	Springfield Bicycle Club,
ter, 1.33 1-5; fourth quarter, 0.53 4-5.	2 R. Chambers, I I	Connecticut Bicycle Club, 2 3
New Records,	3 L. H. Johnson, 2 3	Thorndyke Bicycle Club, 3 4
14 " C P P' 1	Winners.	Winners.
" "	R. Chambers, Birmingham, Eng., first, Time, 3.13 1-5	Springfield Bicycle Club, first, Time, 2.48 4-5
26 " "	G. H. Illston, Birmingham, Eng., second, "3.15 2-5	Berkshire County Wheelmen, second.
,, ,,	L. H. Johnson, Orange, N. J., third,	Connecticut Bicycle Club, third.
4.31 2-5		

#### DURATION OF TIME.

First quarter, 0.42 2-5; second quarter, 0.40 3-5; third quarter, 0.44 1-5; fourth quarter, 0.41 3-5.

#### Three-Mile Amateur Record.

	⅓m.	ım.	ıłm.	2m.	2½m.	3m
I T. W. Roberts,	4	6	0			
2 E. Norton,	6	5	0			
3 J. Brooks,	2	I	2	1	2	3
4 C. Frazier,	3	2	3	2	3	2
5 H. W. Gaskell,	5	4	1	3	1	I
6 E. P. Burnham,	I	3	4	0		
	WINN	ERS.				

3 half-miles. H. W. Gaskell, Birmingham, England, first, J. Brooks, Blossburg, Penn., second, I " " E. P. Burnham, Newton, Mass., third,

#### NEW RECORDS.

H. M. Gaskell, Birmingham, England, first, Time, 9.02 4-5 C. Frazier, Smithville, N. J., second, 9.03 1-5 " 9.03 4-5 J. Brooks, Blossburg, Penn., third,

#### DURATION OF TIME.

First mile, 2.54 4-5; second mile, 3.05 2-5; third mile, 3.02 3-5.

#### Five-Mile Professional.

		∮m.	ım.	ı⅓m.	2 m.	25m.	зm.	3½m.	4m.	4½m.	$5^{\mathrm{m}}$
I	J. S. Prince	, 4	4	3	4	3	3	3	3	3	2
2	C. Ashinger	, 5	6	6	5	6	5	5	5	4	5
3	Woodside,	6	2	5	6	I	1	1	1	1	3
4	R. Howell,	3	3	2	3	2	2	2	2	2	I
5	R. James,	2	5	4	I	4	4	4	4	5	4
6	R. Neilson,	1	I	I	2	5	0				
				W	*****	200					

R. Howell, Manchester, England, first,	Time,	15.32 2-5
J. S. Prince, Washington, D. C., second,	"	15.35 1-5
W. M. Woodside, Chicago, Ill., third,	"	15.35 3-5

#### DURATION OF TIME.

First mile, 3.17 2-5; second mile, 3.08 3-5; third mile, 3.10 3-5; fourth mile, 3.10; fifth mile, 2.45 4-5.

#### Three-Mile Tricycle.

	½m.	ım.	ışm.	2m.	2½m.	зm
I L. H. Johnson,	3	3	3	3	3	3
2 G. H. Illston,	2	2	2	2	2	2
3 R. Chambers,	r	1	I	I	I	1
	WINN	ERS.				
				era!		

R. Chambers, Birmingham, England, first, Time, 10.07 G. H. Illston, Birmingham, England, second, 10.07 1-5 10.08 3-5 L. H. Johnson, Orange, N. J., third,

#### DURATION OF TIME.

First mile, 3.19 2-5; second mile, 3.30 3-5; third mile, 3.17.

#### Three-Mile Amateur Open.

	$\frac{1}{2}$ m.	ım.	ı≟m.	2m.	$2\frac{1}{2}$ m.	3m.
1 H. W. Gaskell,	4	3	4	5	5	3
2 J. Brooks,	3	2	2	2	1	2
3 G. M. Hendee,	2	1	I	3	2	I
4 E. Norton,	6	6	6	6	6	4
5 W. Waite,	1	5	5	4	4	5
6 R. Way,	5	4	3	7	7	7
7 George Webber,	7	7	7	1	3	6
	WINN	ERS.				

George M. Hendee, Springfield, Mass., first, Time, 9.25 4-5 John Brooks, Blossburg, Penn., second, 9.26 " 9.26 1-5 H. W. Gaskell, Birmingham, England, third,

#### DURATION OF TIME.

First mile, 3.12; second mile, 3.26; third mile, 2.47 4-5.

#### One-Mile Consolation

One-in the Consolution.		
	½m.	ım.
I E. L. Wheaton,	5	9
2 A. B. Rich,	2	3
3 H. T. Fales,	4	6
4 J. W. Lord,	3	2
5 H. H. Hull,	7	8
6 T. W. Roberts,	9	5
7 A. L. Jenness,	8	1
8 W. A. Hurlburt,	6	7
9 F. L. Dean,	1	4
Winners.		
A. L. Jenness, Rye Beach, N. H., first,	Time, 2	. 52
J. W. Lord, Baltimore, Md., second,	" 2.	52 1-5
A. B. Rich, New York, N. Y., third,	" 2.	52 2-5
		-

F. L. Dean, Worcester, Mass., fourth,

T. W. Roberts, Poughkeepsie, N. Y., fifth,

#### DURATION OF TIME.

First quarter 0.44 1-5; second quarter, 0.43 1-5; third quarter, 0.42 3-5; fourth quarter, 0.42.

Grand display of fireworks.

#### OFFICERS OF THE DAY.

General Director-HENRY E. DUCKER.

Referee-Abbot Bassett, Boston.

Judges-Dr. N. M. BECKWITH, President L. A. W., New York, HAL B. DONLY, Secretary and Treasurer Canadian Wheelmen's Association, F. W. WESTON, Chief Consul C. T. C., Boston, LELAND HOWARD, President Capital Club, Washington.

Starter—CHARLES E. WHIPPLE.

Clerk of Course-D. E. MILLER; Assistant, F. E. RIPLEY.

Scorers-George S. Miller, E. M. Wilkins, J. H. FENNESSY, JR.

Timers-O. N. WHIPPLE, H. M. WASHBURN, W. C. Marsh, Springfield, A. G. CARPENTER,

Timer for the Referee—A. D. Claflin, Boston. Police-W. H. JORDAN.

#### SUMMARY.

#### September 16-First Day.

One-Mile Professional Handicap.

C. W. Ashinger, 10 seconds, first,	Time, 2.53
C. J. Young, 10 seconds, second,	" 2.54
R. Howell, scratch, third,	" 3.04 3-5
Ten-Mile Open.	
Sanders Sellers, Preston, England, first,	31.04 2-5
L. B. Hamilton, Waterbury, Ct., second,	31.05 1-5
John Brooks, Blossburg, Penn., third,	31.07
One-Mile 3.20 Class.	
L. A. Miller, Meriden, Ct., first,	Time, 2.43 2-5
Joseph Powell, Smithville, N. J., second,	" 2-43 3-5
William Waite, New Haven, Ct., third,	" 2.44
Two-Mile Tricycle.	
*E. P. Burnham, Newton, Mass., first,	Time, 6.27
R. Chambers, Birmingham, Eng., second,	" 6.27 1-5
G. H. Illston, Birmingham, Eng., third,	" 6.28

Three-Mile Tandem. Miller & Brown, Springfield, Mass., first, Stahl Brothers, Boston, Mass., second, Joslyn & Chase, Leominster, Mass., third,

One-Mile Time 3.16. C. H. Miller, Springfield, Mass., first, Time, 3.16 2-5 D. E. Hunter, Beverly, Mass., second, " 3.15 " 3.17 4-5 C. J. Connelly, Rome, N. Y., third, Three-Mile Professional.

Time, 10.14 1-5

Time, 8.36 2-5

" 8.39 4-5

Time, 9.16 2-5

Time, 5.55 1-5

" 5.56 2-5

5.57

8.39 1-2

9.17 4-5

10.16 1-5

10.18 2-5

\*Richard Howell, Manchester, Eng., first, Robert James, Birmingham, Eng., second, John S. Prince, Washington, D. C., third,

Three-Mile Tug-of-War. Springfield Bicycle Club, first, Berkshire County Wheelmen, second,

Two-Mile 6.25 Class. Lewis A. Miller, Meriden, Ct., first,

H. S. Wollison, Pittsfield, Mass., second, D. E. Hunter, Beverly, Mass., third,

#### September 17 - Second Day.

Largest Number in Parade.

Meriden Wheel Club, Meriden, Ct., first prize. Northampton Wheelmen, Northampton, second prize. Holyoke Bicycle Club, Holyoke, third prize.

Ten-Mile Professional Open.

Time, 30.07 1-5 Richard Howell, Manchester, Eng., first, W. M. Woodside, Chicago, Ill., second, 30.09 2-5 Robert James, Birmingham, Eng., third, 30.09 3-5 Two-Mile Open.

Sanders Sellers, Preston, Eng., first, Time, 6.03 Geo. M. Hendee, Springfield, Mass., second, 6.04 Chas. Frazier, Smithville, N. J., third, 6.04 2-5

\*World's Record.

" 2.52 4-5

" 2.53 1-5

One-Mile Without Hands.  *H. S. Wollison, Pittsfield, Mass., first, C. H. Chickering, Smithville, N. J., second, T. R. Finley, Smithville, N. J., third,	Time, 3.00 2-5 " 3.00 4-5 " 3.01 1-5
Three-Mile 9.50 Class. Eliot Norton, Springfield, Mass., first, H. E. Bidwell, Hartford, Ct., second, H. S. Wollison, Pittsfield, Mass., third,	Time, 8.53 2-5  " 8.54 3-5 " 8.55
Five-Mile Victor Tricycle.  R. Chambers, Birmingham, Eng., first, E. P. Burnham, Newton, Mass., second, G. H. Illston, Birmingham, Eng., third,	Time, 17.14 2-5 " 17.15 2-5 " 17.16
*Sanders Sellers, Preston, England, first, H. W. Gaskell, Birmingham, Eng., second, Chas. Frazier, Smithville, N. J., third,	Time, 1.18 1-5 " 1.18 4-5 " 1.19 2-5
One-Mile Professional Open.  *John S. Prince, Washington, D. C., first, R. James, Birmingham, Eng., second, R. Howell, Manchester, Eng., third,	Time, 2.39 '' 2.39 2-5 '' 2.40
Five-Mile Record.  H. W. Gaskell, Birmingham, Eng., first, L. B. Hamilton, Waterbury, Ct., second. Geo. Webber, Smithville, N. J., third.	Time, 14.51
R. F. & W. C. Stahl, Boston, Mass., first, C. Joslyn & W. Chase, Leominster, Mass., sec	

#### September 18 - Third Day.

C. Miller & F. Brown, Springfield, Mass., third, " 6.54 3-5

Three-Mile Professional Record.

R. Howell, Manchester, England, first,	Time, 8.55
W. M. Woodside, Chicago, Ill., second,	" 8.58 1-5
R. James, Birmingham, England, third,	" 8.58 3-5
Half-Mile 1.40 Class.	
William Waite, New Haven, Ct., first,	Time, 1.23 3-5
H. E. Bidwell, Hartford, Ct., second,	" 1.23 4-5
D. E. Hunter, Beverly, Mass., third,	" 1.24 2-5

One-Mile Open. S. Sellers, Preston, Eng., first, Time, 2.45 2-5 G. M. Hendee, Springfield, Mass., second, 2.45 3-5 " 2.46 John Brooks, Blossburg, Penn., third, One-Mile Ride and Run. C. B. Ripley, Hartford, Ct., first, Time, 4.31 2-5

T. R. Finley, Smithville, N. J., second, 4-43 3-5 Five-Mile 16.40 Class. C. H. Parsons, Springfield, Mass., first, Time, 15.462-5 L. A. Miller, Meriden, Ct., second, 15.47 " Leroy Weston, Adams, Mass., third, 15.47 2-5 Five-Mile Professional Open.

R. Howell, Manchester, England, first, Time, 15.42 3-5 R. James, Birmingham, England, second, 15.43 4-5 " 15-45 W. M. Woodside, Chicago, Ill., tbird, One-Mile Tandem. R. F. and W. C. Stahl, Boston, first, Time, 3.13 3-5 C. Joslyn and W. Chase, Leominster, second, 3-13 4-5

Ten-Mile Record. L. B. Hamilton, Waterbury, Ct., first, 11 balf-miles. H. W. Gaskell, Birmingham, Eng., second, .. .. J. Brooks, Blossburg, Penn., third, One-Mile Tricycle.

R. Chambers, Birmingham, Eng., first, Time, 3.13 1-5 G. H. Illston, Birmingham, Eng., secoud, " 3.15 2-5 " 3.18 L. H. Johnson, Orange, N. J., third,

#### September 19-Fourth Day.

Five-Mile Amateur Open.

S. Sellers, Preston, Eng., first,	Time, 16.06 2-5
C. Frazier, Smithville, N. J., second,	" 16.06 3-5
John Brooks, Blossburg, Penn., third,	" 16.07 2-5
Five-Mile Professional.	
R. Howell, Manchester, England, first,	Time, 15.32 2-5
J. S. Prince, Washington, D. C., second,	" 15.35 1-5
W. M. Woodside, Chicago, Ill., third,	" 15-35 3-5

Half-Mile 1.32 Class. Time, 1.20 3-5 William Waite, New Haven, Ct., first, D. E. Hunter, Beverly, Mass., second, 1.20 4-5 L. A. Miller, Meriden, Ct., third, 1.21 1-5

One-Mile Tug of War. Springfield Bicycle Club, first,

Time, 2.48 4-5 Berkshire County Wheelmen, second. Connecticut Bicycle Club, third.







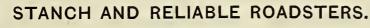












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In 1883 there were, according to the careful report and table of Mr Hazlett, seventy successful participants in all-day runs of one hundred miles and upwards, with bicycles and tricycles, on American roads; and they covered in all 7,773.47 miles,—an average of 111.5 miles in the day, each. We find that fifty-six per cent. of the machines used were Columbias, and over fifty-five per cent, of the distance

covered was done on Columbias; and further, that of those who rode more than the average distance more than sixty per cent, were on Columbias, and that those riding above one hundred and ten miles, and on Columbias, made the fastest rates of speed and the shortest riding times, and that the two longest distances, each two hundred and one sixteenth miles,



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# WORLD'S RECORD AND CHAMPIONSHIP!

# ONE MILE IN 2.39,

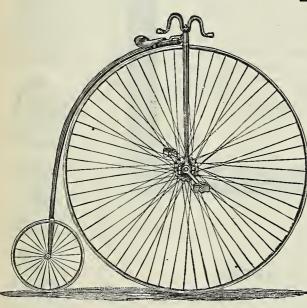
# ROYALMAIL

By JOHN S. PRINCE, at Springfield, Sept. 17th.

R. JAMES, Second, in 2.391/2, also on a ROYAL MAIL.

R. NEILSON, 1/4-Mile Record 40s, also on a ROYAL MAIL.

# ROYAL MAIL THUS STILL AT THE FRONT!



#### SPECIALTIES OF THIS FAVORITE WHEEL.

Viz:—Tangent Spokes are tied with wire as well as brazed, thus preventing separation, and giving greater rigidity, which is the great desideratum especially in a Racer. The only wheel baving this great advantage for strength. Cranks are detachable,—a very important point in case of bending. Oval Backbone, Andrews' Head, Long Center, Warwick Hollow Rim. Finely fitted and handsomely finished.

#### → The ROYAL MAIL LIGHT ROADSTER

which has become so popular weighs 36 lbs. A strong, rigid, true running wheel. On the Cbicago tour they stood the rough roads better than many heavier machines, and received much commendation. As our demand has been almost entirely for these, and as this is their first season in America, but few Racers bave as yet been brought over; but yet is shown this remarkable record.

ROYAL MAILS have won 23 1st Prizes in America this year and reduced records.

In England ROYAL MAILS, in 1883, won 46 1st Prizes.

In England ROYAL MAILS, in 1884, won 41 1st Prizes.

Every Scratch Race in the Midlands this year has been won on ROYAL MAILS.

The 5-Mile Amateur Championship of England won June 28, on a ROYAL MAIL.

The Great Midland Amateur Prize, 10 Miles, for the Speedwell Challenge Cup, June 28, won on a ROYAL MAIL.

# ROTAL MAIL TRICTCLE

ALSO TO THE FRONT!

R. CHAMBERS, ON A ROYAL MAIL TRICYCLE, HAS WON THESE RECORDS:

 $\frac{1}{2}$  mile, 1.35; 1 mile, 3.13 $\frac{1}{5}$ ; 3 miles, 10.07; 4 miles, 14.08; 5 miles, 17.14 $\frac{2}{5}$ .

WE OFFER IT AS THE EASIEST RUNNING TRICYCLE IN THE MARKET.

EDON'T FAIL to examine ROYAL MAILS before purchasing. Send Stamp for Circulars.

# WILLIAM READ & SONS,

107 Washington St., Boston.

SOLE AMERICAN AGENTS.

Three-Mile Amateur Record.	Second prize, September 18, one-mile tricycle, Time, 3.15 2-5	Theo. W. Roberts, Poughkeepsie, N. Y.
H. W. Gaskell, Birmingham, England, first, 3 half-miles.	Second prize, September 19, three-mile tricycle, " 10.07 1-5	Fifth prize, Sept. 19, one-mile consolation, Time, 2.53 1-5
J. Brooks, Blossburg, Penn., second, 2 " " E. P. Burnham, Newton, Mass., third, 1 " "	GEORGE M. HENDEE, Springfield, Mass.	George Webber, Smithville, N. J.
	First prize, September 16, three-mile tug-of-war, Time, 9.162-5	Third prize, September 17, five-mile record.
Five-Mile Professional Record.  R. Howell, Manchester, Eng., first, 8 half-miles.	become prize, deptember 17, two mine open,	LEROY WESTON, Adams, Mass.
W. M. Woodside, Chicago, Ill., second,	First prize, September 19, three-mile open, "2.45 3-5" Second prize, September 19, three-mile open, "9.25 4-5"	Third prize, Sept. 18, five-mile 16.40 class, Time, 15.47 2-5
R. James, Birmingham, Eng., third.	First prize, September 19, one-mile tug-of-war, " 2.48 4-5	F. Brown, Springfield, Mass.
Three-Mile Tricycle.	John S. Brooks, Blossburg, Penn.	First prize, Sept. 16, three-mile tandem, Second prize, Sept. 17, two-mile tandem,  "6.55 2-5
R. Chambers, Birmingham, England, first, Time, 10.07	Third prize, September 16, ten-mile open, Time, 31.07	33 3
G. H. Illston, Birmingham, England, second, "10.07 1-5	Third prize, September 18, ten-mile record, 3 half-miles	R. F. AND W. C. STAHL, Boston, Mass. Second prize, Sept. 16, three-mile tandem, Time, 10.16 1-5
L. H. Johnson, Orange, N. J., third, "10.08 3-5	Third prize, September 18, one-mile open, Time, 2.46	First prize, Sept. 17, two-mile tandem,  "6.56 2-5
Three-Mile A mateur Open.	Third prize, September 19, five-mile open, "16.07 2-5	First prize, Sept. 18, one-mile tandem, " 3.13 3-5
George M. Hendee, Springfield, Mass., first, Time, 9.25 4-5	Second prize, September 19, three-mile record, 2 half-miles Second prize, September 19, three-mile open, Time, 9.26	C. A. Joslyn and W. H. Chase, Leominster, Mass.
John Brooks, Blossburg, Penn., second, "9.26 H. W. Gaskell, Birmingham, England, third, "9.26 1-5	L. B. HAMILTON, Waterbury, Ct.	Third prize, Sept. 16, three-mile tandem, Time, 10.18 2-5
January Distriction of the State of the Stat	Second prize, September 16, ten-mile open, Time, 31.05 1-5	Third prize, Sept. 17, two-mile tandem, " 6.58 2-5
One-Mile Consolation.  A. L. Jenness, Rye Beach, N. H., first, Time, 2.52	Second prize, September 17, five-mile record, 2 half-miles	Second prize, Sept. 18, one-mile tandem, " 3.13 4-5
J. W. Lord, Baltimore, Md., second, "2.52 1-5	First prize, September 18, ten-mile record, 11 " "	
A. B. Rich, New York, N. Y., third, " 2.52 2-5	H. E. Bidwell, Hartford, Ct.	CYCLING RECORDS, 1884.
F. L. Dean, Worcester, Mass., fourth, "2.52 4-5	Second prize, Sept. 17, three-mile 9.50 class, Time, 8.54 3-5	AMATEUR.
T. W. Roberts, Poughkeepsie, N. Y., fifth, "2.53 1-5	Second prize, Sept. 18, half-mile 1.40 class, "1.23 4-5	Miles. Place. American. English.
	Third prize, Sept. 19, one-mile tug-of-war, " 2.49 2-5	1/4 Springfield, 41 2-5 39
THE WINNERS AND THE RACES THEY WON.	E. P. Burnham, Newton, Mass.	1/2 " *1.18 1-5 1.19 4-5
PROFESSIONAL.	First prize, September 16, two-mile tricycle, Time, 6.27	34 Hartford, *1.59 4-5 2.01 3-5
	Second prize, September 17, five-mile tricycle, "17.15 2-5	1 " *2.39 2.41 2-5
RICHARD HOWELL, Manchester, Eng.	Third prize, September 19, three-mile record, 1 half-mile	2 Springfield, 5.42 3.5 5.36 3-5
Third prize, September 16, one-mile handicap, \$20 00	Charles A. Frazier, Smithville, N. J.	3 0.50 2-5 8.41 1-5
First prize, September 16, three-mile open, 75 00	Third prize, September 17, two-mile open, Time, 6.04 2-5 Third prize, September 17, half-mile dash, "1.19 2-5	11.55 2-5 11.34 2-5
First prize, September 17, ten-mile open, 250 00 Third prize, September 17, one-mile open, 20 00	Third prize, September 17, half-mile dash, " 1.19 2-5 Second prize, September 19, five-mile open, " 16.06 3-5	5 14.51 14.39 2-5 6 "18.50 17.37
and the second s	D. E. Hunter, Beverly, Mass.	7 " 21.57 20.32
First prize, September 18, three-mile record, 75 00 First prize, September 18, five-mile open, 100 00	Third prize, September 16, two-mile 6.25 class, Time, 5.57	8 " 24.45 23.31.1-5
First prize, September 19, five-mile record, 100 00	Second prize, September 16, one-mile time 3.16, " 3.15	9 " 28.06 2-5 26.31 2-5
First prize, September 19, five-mile open, 100 00	Third prize, September 18, half-mile 1.40 class, " 1.24 2-5	10 " 31.04 2-5 29.30 2-5
Total, \$740 00	Second prize, September 19, half-mile 1.32 class, " 1.20 4-5	PROFESSIONAL.
Additional for Records.	Lewis A. Miller, Meriden, Ct.	34 Springfield, *40.2-5 41
September 18, three-mile record, Silver watch	First prize, September 16, one-mile 3.20 class, Time, 2.43 2-5	1.21 1.20
September 19, five-mile record, Gold watch	First prize, September 16, two-mile 6.25 class, " 5.55 1-5	74 1.59 2-5 1.59 4-5
Robert James, Birmingham, England.	Second prize, September 18, five-mile 16.40 class, " 15.47	2.39 2.40 1-2
Second prize, September 16, three-mile open, \$45 00	Third prize, September 19, half-mile 1.32 class, " 1.21 1-5	2 5.45 3-5 5.36 4-5 3 "8.36 2-5 8.39
Third prize, September 17, ten-mile open, 100 00	ELIOT NORTON, Springfield, Mass.	4 " 12.11 3-5 11.39
Second prize, September 17, one-mile open, 30 00	First prize, Sept. 16, three-mile tug-of-war, Time, 9.17 4-5	5 " 15.02 2-5 14.28
Third prize, September 18, three-mile record, 30 00	First prize, September 17, three-mile 9.50 class, "8.53 2-5 First prize, September 17, one-mile tug-of-war, "2.49	6 " 18.24 4-5 17.34
Second prize, September 18, five-mile open, 60 00	WILLIAM WAITE, New Haven, Ct.	7 " 21.17 2-5 20.30
Third prize, September 19, five-mile record, 40 00	Third prize, September 16, one-mile 3.20 class, Time, 2.44	24.21 3-5 23.29
. Total, \$305 00	First prize, September 18, half-mile 1.40 class, "1.23 3-5	27.21 3-5 20.25
W. M. Woodside, Chicago, Ill.	First prize, September 19, half-mile 1.32 class, " 1.20 3-5	
Second prize, September 17, ten-mile open, \$150 00	H. S. Wollison, Pittsfield, Mass.	How the Records Are Held.
Second prize, September 18, three-mile record, 45 00	Second prize, September 16, two-mile 6.25 class, Time, 5.56 2-5	AMATEUR, AMERICAN.
Third prize, September 18, five-mile open, 40 00	Second prize, Sept. 16, three-mile tug-of-war, " 9.17 4-5	1/4 mile, Sanders Sellers, at Springfield, Mass., September 17.
Second prize, September 19, five-mile record,  Third prize, September 19, five-mile open,  40 00	First prize, Sept. 17, one-mile without hands, " 3.00 2-5	*½ mile, Sanders Sellers, """"
	Third prize, September 17, three-mile 9.50 class, "8.55 Second prize, September 19, one-mile tug-of-war.	*34 mile, Sanders Sellers, at Hartford, Ct., September 9.
Total, \$335 00		*1 mile, Sanders Sellers, " " " 2 mile, H. W. Gaskell, at Springfield, Mass., September 17.
JOHN S. PRINCE, Washington, D. C. Third prize, September 16, three-mile open, \$30,00	L. H. JOHNSON, Orange, N. J. Third prize, September 18, one-mile tricycle, Time, 3.18	
	Third prize, September 19, three-mile tricycle, 10.08 3-5	4 mile, Lewis B. Hamilton, " " 17.
Second prize, September 17, one-mile open, 50 00 Second prize, September 19, five-mile open, 60 00	F. W. Westervelt, Springfield, Mass.	5 mile, H. W. Gaskell, " " " 17.
	First prize, September 16, three-mile tug-of-war, Time, 9.20 3-5	6 mile, Lewis B. Hamilton, " " 18.
Total, \$140 00	First prize, September 19, one-mile tug-of-war.	7 mile, Lewis B. Hamilton, " " 18.
C. W. ASHINGER, Eaton, Ohio. First prize, September 16, one-mile handicap, \$50 00	C. H. Miller, Springfield, Mass.	o mile, John Brooks,
	First prize, September 16, three-mile tandem, Time, 10.14 1-5	9 mile, John Brooks, "" "16. 10 mile, Sanders Sellers, "" "16.
C. J. Young, Boston, Mass.  Second prize, September 16, one-mile handicap, \$30 00	First prize, September 16, one-mile time 3.16, " 3.16 2-5	To time, paraers beliefs,
	Second prize, September 17, two-mile tandem, " 6.54 2-5	AMATEUR, ENGLISH.
AMATEURS.	CHARLES H. CHICKERING, Smithville, N. J.	1/4 mile, H. A. Speechly, England, August 23.
SANDERS SELLERS, Preston, England. First prize, September 16, ten-mile open, Time, 31.04 2-5	Second prize, Sept. 17, one-mile without hands, Time, 3.00 4-5	½ mile, A. Thompson, "June 30, 1883.  ¾ mile, H. L. Cortis. "7, 1881
First prize, September 17, two-mile open, "6.03	FRANK L. DEAN, Worcester, Mass.	¾ mile, H. L. Cortis, " 7, 1881.  1 mile, H. L. Cortis, " " " "
First prize, September 17, half-mile dash, " 1.18 1-5	Fourth prize, Sept. 19, one-mile consolation, Time, 2.52 4-5	2 mile, R. H. English, "September 13.
First prize, September 18, one-mile open, " 2.45 2-5	Thomas R. Finley, Smithville, N. J.	3 mile, R. H. English, " 13.
First prize, September 19, five-mile open, " 16.06 2-5	Third prize, Sept. 17, one-mile without hands, Time, 3.01 1-5 Second prize, Sept. 18, one-mile ride and run, "4.43 3-5	4 mile, R. H. English, " " 13.
R. Chambers, Eirmingham, England.	A. L. Jenness, Rye Beach, N. H.	5 mile, R. H. English, " "13.
Second prize, September 16, two-mile tricycle, Time, 6.27 1-5	First prize, Sept. 19, one-mile consolation, Time, 2.52	6 mile, R. H. English, " "13.
First prize, September 17, five-mile tricycle, "17,14 2-5	Jere W. Lord, Baltimore, Md.	/ mile, K. II. English,
3.13 13	Second prize, Sept. 19, one-mile-consolation, Time, 2.52 1-5	o mile, K. 11. English,
1 7 1 24 2),	Charles H. Parsons, Springfield, Mass.	9 mile, R. H. English, " 13. 10 mile, R. H. English, " 13.
H. W. GASKELL, Birmingham, England.	First prize, Sept. 18, five-mile 16.40 class, Time, 15.46 2-5	
Second prize, September 17, half-mile dash, Time, 1.18 4-5 First prize, September 17, five-mile record, " 14.51	JOSEPH POWELL, Smithville, N. J.	PROFESSIONAL, AMERICAN.
Second prize, September 18, ten-mile record, 6 half-miles	Second prize, Sept. 16, one-mile 3.20 class, Time, 2.43 3-5	*¼ mile, R. A. Neilson, at Springfield, Mass., September 17.
First prize, September 19, three-mile record, 3 " "	C. B. RIPLEY, Hartford, Ct.	½ mile, R. Howell, "" 17. *¾ mile, R. Howell, "" 17.
G. H. Illston, Birmingham, England.	First prize, Sept. 18, one-mile ride and run, Time, 4.31 2-5	*1 mile, John S. Prince, " " 17.
Third prize, September 16, two-mile tricycle, Time, 6.28	A. B. Rich, Albany, N. Y.	2 mile, W. M. Woodside, " " " 17.
Third prize, September 17, five-mile tricycle, " 17.16	Third prize, Sept. 19, one-mile consolation, Time, 2.52 2-5	*3 mile, R. Howell, " " " 16.

4 mile, R. Howell, at	Springfield,	Mass.,	September	19.
5 mile, R. Howell,	44		"	19.
6 mile, W. M. Woodside,	66	"	"	17.
7 mile, W. M. Woodside,		"	"	17.
8 mile, W. M. Woodside,		44	46	17.
o mile, W. M. Woodside,	44	"	44	17.
to mile, R. Howell,	"	6.6	6.4	17.

#### PROFESSIONAL, ENGLISH

1/4 mile, W. Phillips,	England, July 31.	
1/2 mile, R. Howell,	16	August 18.
3/4 mile, R. Howell,	**	" 18.
ı mile, R. Howell,	"	<sup>66</sup> 18.
2 mile, J. Keen,	"	May 21, 1879.
3 mile, F. J. Lees,	"	August 11, 1879.
4 mile, F. J. Lees,	"	" 11, 1879.
5 mile, R. Howell,	44	October 8, 1883.
6 mile, F. J. Lees,	44	August 11, 1883.
7 mile, F. J. Lees,	46	" 11, 1883.
8 mile, F. J. Lees,	44	" п. 1883.
9 mile, F. J. Lees,	"	" 11, 1883.
10 mile, F. J. Lees,	"	" 11, 1883.

#### AMATEUR TRICYCLE RECORDS.

1/4 mile, R. Chambers, Spi	ringfield	Mass.,	Sept.	18,	48 2-5
1/2 mile, R. Chambers,	6.6	"	6.6	18,	1.35
34 mile, R. Chambers,	"	44	"	18,	2.24 1-5
1 mile, R. Chambers,	"	"	6.6	18,	3.13 1-5
‡*2 mile, E. P. Burnham,	, "	44	14	16,	6,27
3 mile, R. Chambers,	44	"	44	19,	10.07
4 mile, R. Chambers,	66	ii	66	17,	14.08
5 mile, R. Chambers,	"	44	44	17,	17.14 2-5

#### AMATEUR TANDEM BICYCLE.

One-quarter mile, o.46, R. F. and W. C. Stahl, Springfield, Mass., September 18.

One-half mile, 1.32 3-5, R. F. and W. C. Stahl, Springfield, Mass., September 18.

Three-quarter mile, R. F. and W. C. Stahl, Springfield, Mass., September 18.

One mile, 3.13 3-5, R. F. and W. C. Stahl, Springfield, Mass., September 18.

Two mile, 6.55 2-5, C. H. Miller and F. Brown, Springfield, Mass., September 17.

Three mile, 10.14 1-5, C. H. Miller and F. Brown, Springfield, Mass., September 16.

#### AMATEUR BICYCLE WITHOUT HANDS.

1/4 mile, C. H. Chickering, at Springfield, Mass., Sept. 17. 1/2 mile, C. H. Chickering, at Springfield, Mass., Sept. 17. 34 mile, C. H. Chickering, at Springfield, Mass., Sept. 17. mile, H. S. Wollison, at Springfield, Mass., Sept. 18.

One-quarter mile, 46 2-5s.; one-half mile, 1m. 28 3-5s.; three-quarters mile, 2m. 14s.; one mile, 3m. 2-5s.

#### RIDE AND RUN BICYCLE.

mile, C. B. Ripley, at Springfield, Mass., September 18. Time, 4.31 2-5.

\*World's Record.

The only American wheel holding a record of the world.

#### Correspondence.

MACON, GA., Sept. 16, 1884.

Editor Springfield Wheelmen's Gazette :-

Thinking that a stray note from the "Sunny South" might not be out of place, I will first give you an insight of our club. We have a fine club of twenty-two members, among which are lawyers, doctors, ministers and mainly clerks, with Dr. N. G. Gewinner, president; J. H. Polhill, captain; John C. Flynn, first lieutenant; J. Slocumb, second lieutenant; Charles Guernsey, bugler; and G. T. Beland, secretary and treasurer. The club is in very good trim at present. Messrs. Polhill and Slocumb attended the Montgomery (Ala.) meet on September 10th, and brought away the first prizes in the one-mile, half-mile and handicap races. They were highly elated over their success. We are expecting to have a grand meet in Macon in the latter part of October, at which time the Georgia State Fair will be in operation, and the managers promise to give the bicyclists some handsome prizes, in which event we are ex-

pecting to hold a grand meet of Southern cyclists. The roads down here are not what would suit some of our Northern friends, but we have to put up with them, and occasionally some of our boys indulge in a Sunday jaunt. A couple, Messrs. J. Slocumb and John C. Flynn, took a trip of 28 miles to the town of Forsyth, and returned the same day. They started at 7 A. M. on Sunday the 31st of August, arriving there at 11.30 A. M., and allowing for stoppages made the trip in 3 1-2 hours. The roads were in a very bad condition and in some places they were compelled to ride up the middle of the railroad, which they found rode better than the public highway. Our club is now having a four lap track built at the park grounds, and when it is completed we expect to be able to record some fast time, as we have the stuff to make good riders; but the difficulty is that hardly any of our boys own first-class machines. But with the races to come off at the next fair in mind several are contemplating purchasing racers, and then I hope to show you what time we "Johnny Reb" cyclists can put up.

" REB."

WINNIPEG, MAN., August 25, 1884. Editor Springfield Wheelmen's Gazette :-

The outside world has a queer idea of us Canucks. The impression is abroad that we live in a land of "perpetual ice," the haunt of blizzards, icebergs, and grizzlies," and I guess the best way to convince the O. S. W. of its mistake is by actions, not by words.

Let me give you a short sketch of the rise and progress of wheeling in this city-a city three years of age. One year of the three was "boom" year; fortunes large enough to make a Vanderbilt turn green with envy were made daily, yea, even hourly-on paper. Another year was spent in things finding their level, and a general squaring up of accounts.

This year is the third, and the first year of bicycling. We have a live bicycle club of thirty-two members, including every wheel in the city, and are adding to the number almost daily.

Club races are to be held this fall, when provincial championships will be established; of this I will post you in due course.

An enterprising firm of wheelmen has started into importing machines, and is in a fair way to make a neat little thing.

A touring party is now completing arrangements for a 600-mile tour through Western Manitoba, the Turtle Mountains and Southern Manitoba, at an early date. The party will consist of Cliff. B. Keenleyside, late secretary of the F. C. Bicycle Club of London, Ont., and the acknowledged father of the "Canadian Wheelman's Association"; A. J. Darch, a new but enthusiastic wheelman; W. E. Slater, the secretary of the Winnipeg Bicycle Club, and Harry Pemmel, late of the "Wanderers," of Toronto, Ont.

You Eastern wheelmen, cramped as you are by narrow roads, high fences, trees, and hedges, know comparatively little of the pleasures of touring. I mean nothing disrespectful to the army of Eastern cyclists, by this remark. Personally, I have toured through all the best parts of Ontario (that paradise for wheelmen), and can candidly say, I never knew half the pleasures of the sport until I tried it in this country. I can conceive of no sport so exhilarating, so exciting, or so pleasant, as to be mounted on my "52" full nickeled, flying, as I often have, before a stiff nor'easter, on

a trail worn smooth by ages of travel, surrounded as far as the eye can pierce, by the flower-decked prairie, dotted here and there by the homes of the settlers, with an occasional "bluff" or stream thrown in to break the monotony. Ten miles an hour over such roads, through such scenery is bicycling.

A couple of riders of "trikes" will be enrolled among our members next season.

We intend renting a large upper flat for the winter, in which to practice fancy riding and club

In conclusion, Mr. Editor, I must compliment you on your excellent typographical appearance, and crisp, newsy get up. Your paper is bound to be popular here.

Yours, "MACHINE."

#### COLUMBIA VS. COMBINATION.

OTTUMWA, September 9, 1884.

Editor Springfield Wheelmen's Gazette:-

Reading in your valuable paper for September, my attention was drawn to an article entitled "That Header," which seemed somewhat familiar, not in the way it was written, but from a participant's view. Now, as you have heard one side of the case, you will permit me to give the other, which, by the way, was mine.

A description of the wheels in the fracas may not be out of place. The "little forty-nine," as the "professional" (?) delights to term his wheel, is a combination, not in name, but in construction, and is a novelty in its way, as will be seen: Open head; steel front fork of crescent cross section; suspension wheels, ten-inch tread, with brass hubs and wooden felloes; steel spokes of large size, and the tires made of rubber garden hose, stuffed with rope (patent applied for) to prevent collapse. The backbone is made of a boiler flue having a cylindrical cross section, with the other parts to correspond. A brief description of the "timid rider's" wheel will suffice: It was a 52-inch Standard Columbia, with ball bearings.

Of the first part of the "professional's" story I will say nothing, but a true version of the latter part will be forthcoming. There were ten of us in the party, and as we rolled silently down Main street we elicited a goodly share of admiration. Turning Market street, we crossed the Des Moines river bridge, thence down the river road for six miles. After resting a few minutes, we mounted to return. It was dusk then. Riding until within two and one-half miles from town, the "professional" and I side by side, myself being about four or five feet in the lead, when my wheel went into a rut in the road, causing me to fall, my wheel falling to the right in front of the "professional," who could have dismounted by jumping backward, but from timidity on his part he preferred to take "that header." The "little forty-nine" fell on my wheel, with the "professional" capping the climax. When I had picked him up and separated the "combination" from the "Columbia," we found the "little forty-nine" in a dilapidated condition. The wooden felloe was broken in two places by the "professional" falling on it, which prevented it passing through the fork. The wrought-iron handle-bar was bent like a hook, a number of spokes broken, and several other dislocations which I have forgotten. Well, there we were,-the moon just coming up above the trees which fringe the river. The "professional" could not lift a pound; so the "timid rider" had to place the "little forty-nine" over the handle-bar and saddle of his Columbia, and push the Columbia with the corpse of the "little forty-nine" to town, with the "professional" bringing up the rear. The Columbia was not damaged in the least, notwithstanding both the "little forty-nine" and the "professional" fell on it. The boys wore crape on their arms for thirty days in respect for the funeral. This is the reason the "professional" was the cripple.

We have fourteen wheels here, and not very good roads either.

A TIMID (?) RIDER.

#### NEW ZEALAND ITEMS.

Editor Springfield Wheelmen's Gazette: -

I am afraid I cannot contribute many items of interest to your paper at the present time, this being the winter season with us, consequently matters appertaining to the wheel are almost at a standstill. The cycling season commences in September and terminates in May, so that we have nine months out of the twelve to devote to the pastime, although in some of the northern districts riders can stride their machines nearly all the year round; thus the season with them is, so to speak, perpetual. It is estimated that there are at least 1,000 bicyclists in the colony. This may appear a small number compared with other countries; but when it is considered that seven years ago the number did not exceed fifty, it will readily be seen the progress made. This has been very noticeable during the last three years, and is rapidly increasing. The number of clubs does not exceed a dozen, those at Dunedin, Auckland, and Christchurch being the strongest in point of membership. The latter town possesses advantages over other parts of the colony. Owing to the flat nature of the country, riders may traverse a hundred miles at a stretch without encountering a hill to mar their pleasure. Many long rides have been undertaken at various times and in various parts of the colony, the most prominent being that of Foxley Norris, from Christchurch to Dunedin, a distance of 230 miles, over some of the roughest country imaginable. The longest distance ridden within the day stands to the credit of Messrs. Jenkins and Paynter, who rode from Christchurch to the Wairau (an inland township) and back, the distance covered being 180 miles,-sixty miles of the journey being little better than a sheep track.

Annual race meetings are held in the principal towns, at which the public attend in large numbers, bicycle races being very popular. The honors for the championship being about equally divided between W. H. Langdown, of Christchurch, and F. A. Cutten, of Dunedin, both having won a considerable amount of fame by their superior riding abilities. The New Zealand Cyclists' Alliance is expected to establish championship races next season, which will definitely decide as to who shall occupy the premier position.

The principal machines are of English manufacture, those of Messrs. Singer & Co., the Coventry Machinists' Co., and other noted makers being conspicuous, though machines are made in the colony; but, as the majority of riders prefer the very latest ideas, machines are in nearly all cases obtained from England. "PAKEHA."

Christchurch, August 15, 1884.

Sellers stands 5 feet 11 inches in height, weighs 165 pounds, and was born at Preston, England, in April, 1863.

#### Among the Clubs.

THE RUTLAND (Vt.) BICYCLE CLUB has formed two polo clubs. The following are the members and their positions: First club—Right cover point, C. G. Ross; second rusher, W. Ross; cover point, F. P. Clement; goal cover point, J. H. Edson; first rusher, G. W. Pratt; goal, G. H. Emery; left cover point, E. H. Fox. Second club—Captain and first rusher, E. L. Farr; goal, C. H. Weed; cover point, J. A. Putnam; right cover point, W. L. Davis. Each club is to have a suitable uniform, the first club adopting as its colors garnet and slate, and the second club blue and white.

THE CLEVELAND BICYCLE CLUB is the best drilled club in the United States. On parade they rode in three lines twelve abreast with locked handle-bars, a very pretty sight and one which called forth abundant applause at the meeting at Cleveland, August 18, 19, 1884.

THE KEYSTONE BICYCLE CLUB held a very successful meeting on Saturday, September 27, at Pittsburgh Exposition course.

THE BERKSHIRE COUNTY WHEELMEN cleared \$400 by their recent tournament at Pittsfield.

THE MASSACHUSETTS BICYCLE CLUB has about 180 members.

THE MILWAUKEE BICYCLE CLUB now has a membership of 35.

#### CLUB ELECTIONS.

GREENFIELD (Mass.) WHEEL CLUE—President, H. O. Edgerton; captain, F. R. Hollister; secretary and treasurer, G. H. Kaulback; first lieutenant, B. F. Butler; second lieutenant, C. H. Field; bugler, F. L. Gaines.

HOLYOKE BICYCLE CLUB (Holyoke, Mass.)—President, William Green; secretary and treasurer, Herbert Fenno; captain, E. C. Clarke; first lieutenant, H. Fenno; second lieutenant, F. H. Browne; third lieutenant, D. L. Farr; bugler, C. O. Tuttle.

Nashville (Tenn.) Bicycle Club—President, A. E. Howell; vice-president, A. J. Dyas, Jr.; secretary and treasurer, J. R. Dortch; captain, J. B. Burdett; first lieutenant, J. Gibson; second lieutenant, E. A. Coles; standard bearer, V. L. Cunnyngham; bugler, James K. Polk.

STAR BICYCLE CLUB (Lynn, Mass.)—President, F. S. Winship; vice-president, Wm. Smith; secretary, W. H. Prevear; treasurer, W. O. Faulkner; captain, Frank Faulkner; first lieutenant, H. Y. Emery; bugler, William Smith.

WORONOCO WHEELMEN (Westfield, Mass.)—President, C. M. Goodnow; vice-president, A. F. Howe; secretary and treasurer, C. J. Lounsbury; captain, J. T. Case.

#### RACE MEETINGS.

CLEVELAND BICYCLE CLUB.

The races were held in connection with the fourth annual meet of the Ohio Division L. A. W., and were a complete success every way.

#### AUGUST 18—FIRST DAY.

One-Half-Mile Championship L. A. W.

Charles Frazier, 1st, I 33 1-4
C. E. Stone, 2d, I 35
George Collister, 3d.

(	ne-Fourth-Mile.		
C. Frazier, 1st,		MIN.	SEC.
C. E. Stone, 2d,			45 1-2
	One-Mile Novice.		47
L. Grove, 1st,	One-111110 11 00111.	3	30 1-2
C. A. Paine, 2d,		3	32 1-5
C. E. Farnsworth	, 3d.	3	3 3
	ile State Champions.	loin	
Asa Dolph, 1st,	Since Champions.	17	EE 2-4
C. W. Ashinger,	2d.	17	55 3-4 57 I-5
			5/ 1-5
	ne-Mile Handicap.		
George Collister,	ist,	3	23
C. M. Brown, 2d,		3	24 4-5
C. Howland, 3d.	The Afile Days		
Chas. Frazier, 1st	Three-Mile Race.	10	17 1-2
C. W. Ashinger,		10	
C. E. Stone, 3d.		10	18 3-5
	tata Chambianahit	m	
	tate Championship		
Clarence Howland		4	23 1-4
George Collister,		4	53 3-5
	vo-Mile Handicap.		
C. M. Brown, 1st,		7	07 1-5
A. C. Bates, 2d.			
Augus	ST 19—SECOND DA	AY.	
Twe	nty-Mile Pope Cup		
A. C. Bates, 1st,		1 26	27 3-4
A. E. Sprockling,	2d,	1 26	52
	alf-Mile Tricycle.		3
C. E. Howland, 1		2	08 1-4
W. F. Knapp, 2d,	50,	2	16
* * * * * * * * * * * * * * * * * * * *	La Chada Classidiana		10
*C. W. Ashinger,	le State Champions.	_	
W. F. Knapp, 2d,		3	21 1-4
Geo. Collister, 3d		3	20
Geo. Comster, 3d	Ten-Mile.		
C. Frazier, 1st,	1 611-201116.	37	24
Geo. Webber, 2d,		37	34 1-4
C. E. Stone, 3d.		37	JT - T
	ile State Champions	his	
*C. W. Ashinger,		тір. 6	<b></b>
W. F. Knapp, 2d		6	51
		U	55 1-5
	e-Mile Consolation.		
G. E. Thackray, I	st,	3	27
J. N. Wright, 2d,	1	3	29 2-5
R. G. Kingsbury,	3d.		
OWE	GO BICYCLE CLUB	3.	

#### OWEGO BICYCLE CLUB.

The first annual tournament of the Owego Bicycle Club, held Wednesday afternoon, August 20, was a success.

One-Mile Dash.

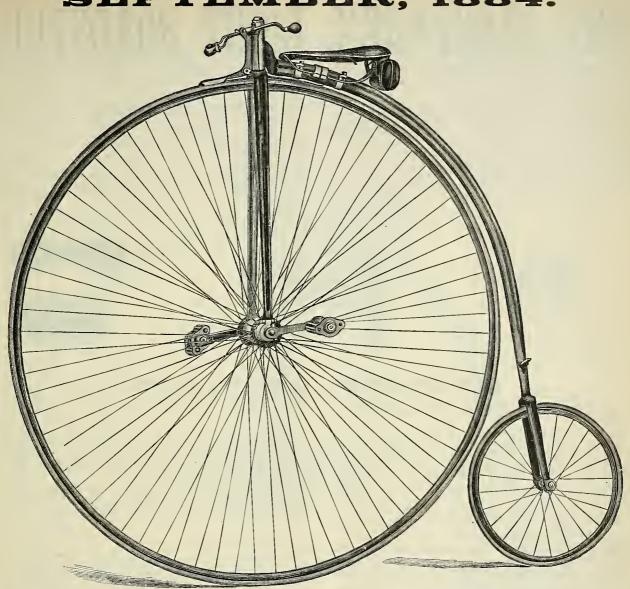
MIN. SEC.

	414444	J.C.	
C. E. Titchener, 1st,	3	13 1-2	
P. B. Roberts, 2d,	3	14 1-2	
Half-Mile Novice.			
W. P. Mosher, 1st,	I	43 1-2	
A. M. Durkee, 2d,	I	45 1-2	
One-Mile Without Hands.			
M. Howard, 1st,	3	40	
Fred Hinds, 2d,	4	02	
Three-Mile Handicap.			
C. E. Titchener, 1st,	11	20 7-8	
J. R. Schlager, 2d,	ΙΙ	44	
One-Mile Club Championsh.	ip.		
W. Decker, 1st,	3	40	
G. H. Wade, 2d,	3	44	
One-Mile Ride and Run.			
W. H. Stone, 1st,	5	23 1-2	
Fred Hinds, 2d.			

\*Mr. Ashinger was a professional runner at the time, and was disqualified.

	0	
Five-Mile Handscap.	ALBANY BICYCLE CLUB.	Pennsylvania Clubs, at the Gentlemen's Driving
C. E. Titchener, 1st, 19 33	The third annual race meeting of the Albany Bicycle Club was held at Island Park, September	Park.  Twenty Miles, Pope Cup.
M. Howard, 2d, 19 45  Buffalo Bicycle Club.	10 and 11, and in connection with the meet of the	H. MIN. SEC.
One-Mile Club Championship.	New York Division L. A. W. The meeting was a grand success every way.	E. Kohler, Philadelphia, Pa., 1st, 1 26 27 3-4 H. M. Ebert, Morristown, Pa., 2d.
J. S. Hedge, Buffalo, N. Y., 1st, 3 08 1-5 H. Smith, Buffalo, N. Y., 2d.	September 10—First Day.	One-Mile Novices.
One-Mile Green Race.	One-Mile Novices.	G. Gideon, Germantown, Pa., 1st, 3 16
H. L. Drullard, Buffalo, N. Y., 1st, 3 18 1-5	MIN. SEC.	C. B. Nichols, Germantown, Pa., 2d, 3 17
T. A. Russell, Buffalo, N. Y., 2d.	Chas. Gove, 1st, 3 22 1-2 A. J. Gallien, 2d, 3 25 1-5	One-Mile Tricycle State Championship. A. G. Powell, Philadelphia, Pa., 1st, 3 53
One Hundred Yards Slow Race.  J. H. Addington, last man in.	J. J. Van Schoonhoven, 3d.	M. W. Brinkman, Philadelphia, Pa., 4 06
Two-Mile Bicycle.	One Hundred Yards Slow Race. T. R. Finley, 1st, 5 21	Three-Mile Open.
D. N. Milley, Buffalo, N. Y., 1st, 6 20	T. R. Finley, 1st, 5 21 Neil Campbell, 2d.	Asa Dolph, New London, O., 1st, 10 04 Geo. D. Gideon, Philadelphia, Pa., 2d, 10 34
Geo. H. Terry, Batavia, N. Y., 2d.  One-Mile Tricycle.	Two-Mile Tricycle.	One-Mile Pennsylvania Club.
N. Campbell, Niagara Falls, 1st, 4 10 2-5	W. R. Pitman, 1st, 7 48 2-5 Clarence Howland, 2d.	Frank Kohler, Philadelphia, Pa., 1st, 3 14 1-2
Geo. Dakin, Buffalo, N. Y., 2d.	Fancy Riding.	M. W. Brinkman, Philadelphia, Pa., 2d, 3 17  Half-Mile State Championship.
Three-Mile Club Championship.  D. N. Milley, Buffalo, N. Y., 1st, 10 16	T. R. Finley, 1st.	Geo. D. Gideon, Philadelphia, Pa., 1st, 1 31
H. L. Drullard, Buffalo, N. Y., 2d.	Neil Campbell, 2d.	F. Dampman, Honey Brook, Pa., 2d, 1 34
Five-Mile Bicycle.	Five-Mile Club Championship, C. H. Ross, 1st, 18 22	One-Mile Open. Asa Dolph, New London, O., 1st, 3 08 1-5
J. N. Barrows, Attica, N. Y., 1st, 16 39 Robert Barker, Lockport, N. Y., 2d.	W. W. Cole, 2d.	Asa Dolph, New London, O., 1st, 3 08 1-5 A. G. Powell, Philadelphia, Pa., 2d, 3 31
Time Race, Time 4.25.	One-Mile Without Hands.	Five-Mile State Championship.
C. B. Graves, 1st.	H. S. Wollison, 1st, 3 17 1-5 T. R. Finley, 2d, 3 19 1-2	F. Dampman, Honey Brook, Pa., 1st, 18 50 1-2 Frank Kohler, Philadelphia, Pa., 2d, 18 52
R H. James, 2d.  CONNECTICUT BICYCLE CLUB.	Half-Mile Dash.	Frank Kohler, Philadelphia, Pa., 2d, 18 52  One-Mile State Championship.
The first annual tournament of the Connecticut	S. Sellers, 1st, 1 23	Geo. D. Gideon, Philadelphia, Pa., 1st, 3 20
Bicycle Club was held at Charter Oak Park, Hart-	H. S. Wollison, 2d, 1 25 1-4 C. E. Titchener, 3d.	M. W. Brinkman, Philadelphia, Pa., 2d, 3 22 1-2
ford, Tuesday, September 9, and was witnessed by about 5,000 people. The races were very exciting,	One-Mile 3.20 Class.	One-Mile Tandem Tricycle.  Germantown Bicycle Club, 1st, 3 44 1-2
and the meeting a notable one, from the fact of	A. B. Rich, 1st, 3 00 1-2 Earl Wheaton, 2d, 3 01 1-2	Ladies' Tricycle Club, 2d, 4 13
Sanders Sellers's feat of beating the world's mile record in the remarkable time of 2.39.	T. R. Finley, 3d.	Races at Rockford, Ill., Sept. 4.
One-Mile 3.20 Class.	Five-Mile State Championship, L. A. W.	One-Mile.
C. H. Parsons, Springfield, Mass., 1st, 2 49 1-2	A. B. Rich, 1st, 17 44 3-5 T. W. Roberts, 2d.	N. H. Van Sicklen, 1st, 3 32 W. C. Wise, 2d, 3 40
William C. Tracy, Rockville, Conn., 2d, 2 50	E. H. Ross, 3d.	Three-Mile.
Frank W. Westervelt, 3d.  Two-Mile Tricycle.	SEPT. 11—SECOND DAY.	N. H. Van Sicklen, 1st, 12 10
E. P. Burnham, Newton, 1st, 6 32	One-Mile State Championship, L. A. W.	W. C. Wise, 2d, 12 20 One Hundred Yards Slow Race.
R. Chambers, Birmingham, Eng., 2d.	C. E. Titchener, 1st, 3 30 1-2 T. W. Roberts, 2d.	W. C. Wise, 1st, 3 45
Half-Mile Boys' Race. Fred R. Brown, Springfield, Mass., 1st, 1 24 1-2	B. G. Sanford, 3d.	J. S. Gibson, 2d, 3 41
H. S. Hart, New Britain, Conn., 2d, 1 25 1-4	One-Mile.	Five-Mile. N. H. Van Sicklen, 1st, 20 10
One-Mile Club Championship.	C. H. Ross, 1st, 3 39 1-2 W. W. Cole, 2d.	W. C. Wise, 2d, 20 45
H. E. Bidwell, Hartford, Conn., 1st, 2 55 3-4 A. C. Gruendler, Hartford, Conn., 2d, 2 59 1-2	A. J. Gallien, 3d.	NEW HAVEN BICYCLE CLUB.
A. C. Gruendler, Hartford, Conn., 2d, 2 59 1-2  One-Mile Open.	One-Mile State Championship, L. A. W., Tricycle.	The fifth annual races of the New Haven Bicy-
Sanders Sellers, Preston, Eng., 1st, *2 39	W. R. Pitman, 1st, 4 58 G W. Huse, 2d.	cle Clubwere held on Hamilton Park, New Haven, September 23 and 24. The meeting was not as
Asa Dolph, New London, O., 2d, 2 41 Eliot Norton, Springfield, Mass., 3d, 2 41 1-2	Three-Mile Handicap.	successful as the former meetings of this club,
One-Mile Ride and Run.	C. H. Rogers, 45 seconds, 1st, 11 22 3-4 T. W. Roberts, 25 seconds, 2d, 11 27 1-2	owing to the rainy, disagreeable weather, which spoiled what would otherwise have proved a most
C. B. Ripley, Hartford, Conn., 1st, 4 36 1-4	T. W. Roberts, 25 seconds, 2d, 11 27 1-2 P. M. Harris, 45 seconds, 3d.	enjoyable occasion.
C. H. Miller, Springfield, Mass., 2d.  Five-Mile State Championship.	One-Mile Ride and Run.	SEPT. 23—FIRST DAY.
L. B. Hamilton, Waterbury, Conn., 1st, 15 52	W. H. Stone, 1st, 5 20 H. Gallien, 2d, 5 24	One-Mile Novice.
L. A. Miller, Meriden, Conn., 2d, 15 52 1-4 J. F. Ives, Meriden, Conn., 3d.	H. Gallien, 2d, 5 24  Ten-Mile Handicap.	William Waite, New Haven, Conn., 1st, 3 04 1-2
Five-Mile Open.	C. H. Ross, 2 minutes, 1st, 38 23 1-2	C. L. Clark, New Haven, Conn., 2d.
Sanders Sellers, Preston, Eng., 1st, 15 48	H. S. Kavanagh, 1 min. 45 sec., 2d, 38 51 W. W. Cole, 1 min. 45 sec., 3d.	L. G. Cannon, New Haven, Conn., 3d.
R. Chambers, Birmingham, Eng., 2d. G. H. Illston, Birmingham, Eng., 3d.	Half-Mile Consolation.	Two-Mile Club Championship. William Waite, New Haven, Conn., 1st, 6 52
One-Mile Tug-of-War.	W. M. Waite, 1st, 1 40 1-2	N. P. Tyler, New Haven, Conn., 2d.
Springfield Bicycle Club, 1st, 2 45 1-4	P. M. Harris, 2d.	One-Mile Open.
Connecticut Bicycle Club, 2d.  One-Mile Consolation.	P., G., AND P. MEETING.	G. M. Hendee, Springfield, Mass., 1st, 3 of 3-4 Sanders Sellers, Preston, Eng., 2d.
G. H. Illston, Birmingham, Eng., 1st, 2 55 1-2	The second annual meet of the Pennsylvania Division L. A. W. was held in Philadelphia, Sep-	Five-Mile Tricycle.
Geo. Webber, Smithville, N. J., 2d.	tember 13, in connection with and under the au-	R. Chambers, Birmingham, Eng., 1st, 21 46
*The World's record.	spices of the Philadelphia, Germantown, and	G. H. Illston, Birmingham, Eng., 2d.

#### SEPTEMBER, 1884.



# THE SANSPAREIL LIGHT ROADSTER.

THE STRONGEST AND LIGHTEST BICYCLE IN THE WORLD.

Weight of 50-inch Machine, ready for the road, 36 pounds.

SPECIALTIES: Tangent Spokes, Fluted Forks, Fluted Elliptical Backbone, Single Ball Bearings, Warwick Hollow Felloes, Andrews Head, 7 and 3 Moulded Rubber Tires, Dropped Handle-Bars, DETACHABLE CRANKS, Duryea Combined Spring and Saddle.

#### FINISH.

**B**—Head, Handle-Bar, Brake, Cranks, Bearings, and Hubs nickeled on copper; Wheels, Forks, and Backbone, Harrington's enamel (by Harrington), either plain black or delicately striped in gold and color.

C2—Wheels cnamcled; balance nickel-plated.

#### PRICES:

Machine complete, as above, with Handy Tool Bag containing oil can and spanner,

50-inch, "B" finish, \$130 00

50-inch, "C2" finish, \$142 00

Each risc of 1 or 2 inches, \$2.50 extra.

Extras—Ball Pedals, nickeled, \$7.00; Rubber Handles, \$1.00.

Sizes in stock—48, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, and 60 inch.

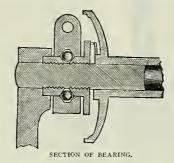
Light wheels no longer require to be pushed on the American market. The success of the SANSPAREIL LIGHT ROADSTER and other light wheels which followed it has been unprecedented, and in many instances, where ordinarily good roads exist, they have entirely superseded the heavier and more lumbersome full Roadsters.

and more lumbersome full Roadsters.

By light wheels we mean those that weigh, say, from 35 to 40 pounds; by heavy wheels, those that weigh from 45 to 50 pounds. Such a difference in weight can be appreciated only by those who, having ridden a heavy wheel for a season, try a light one for their second mount. Hills that formerly were insuperable are ridden with comparative ease, journeys that formerly were accomplished only with fatigue are finished with a freshness scarcely credible, and a speed may be attained and continued which on a heavy Roadster would have been impossible. These are axioms. So also is the fact that a light wheel can be built as strong as the heavier one; but, to accomplish this, radical changes in construction are indispensable. The solid rim must give way to the hollow; the direct spoke to the tangent or laced; the large and heavy gun-metal hub to the thin steel flange with hollow axle; the inch tire to the \$\frac{7}{8}\$;—thus several pounds of unnecessary weight are saved and the machine is none the less strong.

Besides these general principles, enjoyed in common with other light machines, the SANSPAREIL LIGHT ROADSTER possesses features which appear in no other machines, and to these are due, in great part, its superlative excellence, superior strength, and adaptability to use on American roads. A careful perusal of the annexed specification will enable one to judge of the superiority of the SANSPAREIL LIGHT ROADSTER.







SECTION OF BACKBONE

#### SPECIFICATION.

- 1. -- Warwick Patent Hollow Rims (see cut). These Rims are the lightest and strongest of all the Hollow Rims, and are proof against buckling.
- 2.-- Tangent or Laced Spokes, 72 to front and 24 to rear wheel, of specially prepared steel wire, No. 14 B. W.G. These Spokes are laced at an angle of 35 degrees, thus crossing other Spokes before reaching the Rim. Where the Spokes cross they are firmly soldered to prevent rattling. At the Rim they are firmly secured by lock nuts, thus rendering the removal of a broken Spoke and the substitution of a new one an easy matter. This makes an exceedingly light and strong frame, on which are cemented 1/8 and 1/4 Moulded Para Rubber Tires.
- 3.-- Detachable Cranks, 4½ to 5½ inch throw. The importance of Detachable Cranks cannot be over-estimated.
- 4. -- Single Ball Bearings, dust-proof and noiseless, to both wheels. Those to the front wheel (see cut) are made on the well-known Columbia principle, and are the same as those on the Expert except that the axle and cones are threaded and the adjustment cone is held in place by a spring plunger. Perfect adjustment may be secured in five seconds. These Bearings are marvelously easy-running, durable, and steady.
- 5. -- Parallel Pedals, with Hancock non-slipping rubbers.
- 6. -- Andrews Patent Head, with long centers.
- 7. -- Fluted Hollow Front Fork, (see cut,) of the best weldless steel tube.
- 8.-- Fluted Hollow Backbone, (see cut.) of the best weldless steel tube. This section of Backbone is the strongest now in use, and is most elegant in appearance. It is proof against twisting and spreading. This is the only Machine on the American market that possesses this feature.
- 9. -- Handle Bar, tough steel, 26 inches long, dropped 1\frac{1}{2} inch.
- 10. -- Cyclist D. L. S. Brake, short fulcrum and long spoon.
- 11.-- Duryea Combination Spring and Saddle, made especially for this Machine. This is the most comfortable and easy Saddle now made, as attested to by hundreds of riders. It permits a larger Machine to be ridden with ease, does not chafe the rider, and places him in the right position for hill climbing. The Combination Duryea is not uncomfortable for coasting, as was the case with the old style Duryea.

Every part of this Machine kept in stock.

Each Machine is fitted with Handy Tool Bag containing Spanner, Spoke Nut Key, and Oil Can.

#### TERMS:

CASH WITH ORDER. - When cash accompanies order on retail purchases we will prepay freight to destination anywhere east of the Mississippi River.

C. O. D .- By Express, with privilege of examination, on receipt of \$10 to cover transportation charges both ways in case Machine is not accepted.

# SAMUEL T. CLARK & CO.

SOLE IMPORTERS,

BALTIMORE, MD. 2 AND 4 HANOVER STREET,

Reliable Agents wanted everywhere.

Terms on application.

THE

# American Club Bicycle,

THE HANDSOMEST AND MOST ELEGANTLY FINISHED FULL ROADSTER IN THE WORLD!



Patentees and Sole Manufacturers,

### THE COVENTRY MACHINISTS' COMPANY, LIMITED,

COVENTRY, ENGLAND,

Makers to H. R. H. the Prince of Wales.

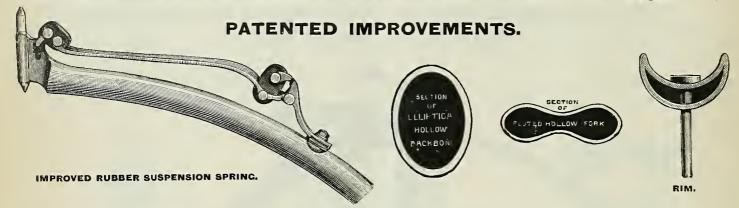
### SAMUEL T. CLARK & CO.

2 and 4 Hanover Street, - - BALTIMORE,

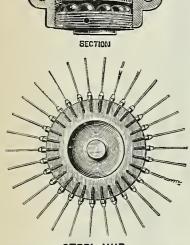
IMPORTERS AND SOLE AGENTS FOR THE UNITED STATES.

# THE AMERICAN CLUB.

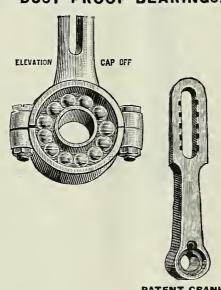
The annexed engravings will show the general appearance of this truly magnificent Bicycle, and the patented improvements which are owned exclusively by the COVENTRY MACHINISTS' COMPANY, LIMITED, and are to be found only on machines of their manufacture. It is safe to say that no machine in England enjoys a more enviable reputation than the celebrated Club. It combines the results of the vast experience of the oldest and largest bicycle manufacturers in the world, and is unequaled for perfect workmanship and finish. It is in no sense a cheap Bicycle. On the contrary it is the highest priced machine on the American market, but it is perfection of its kind in style, material, workmanship, and careful attention to detail. These points, together with the patented improvements, make the American Club the most desirable bicycle on this or any other market for those who want elegant mounts.



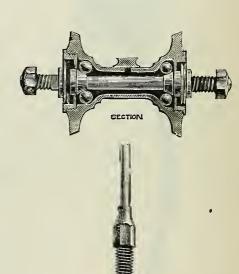
#### DUST PROOF BEARINGS.



Showing direct action, large ended spokes with patent lock nuts.



PATENT CRANK



SPOKE.

#### SPECIFICATION.

- Improved Patent Rubber Suspension Spring, securing isolation from metallic vibration. A marvel of ease and comfort.
   Fluted Hollow Front and Back Forks of best weldless steel tube.
   Elliptical Backbone of best weldless steel tube.
   Andrews Head, long centers and deep neck.
   Adjustable Double Ball Bearings to front wheel and Adjustable Single Ball Bearings to back wheel, both of improved pattern, perfectly dust proof, noiseless and easy running.
- Improved Patent Hollow Felloe, rendering buckling impossible.
   Hancock Non-Slipping Tires.
   Direct, Enlarged Ended Spokes, screwing into Steel Hubs and secured by patent Lock Nuts, rendering a loose spoke almost impossible.
   Patent Detachable Cranks, doing away with the unsightly tangent pins.
   Straight Handle Bar, 26 and 27 inches, horn ends.
   Grip Lever Spoon Brake, shaped to prevent slipping of fingers.
   Handy Tool Bag, containing tools and oiler.

#### IMPROVEMENTS

Used only on this machine and patented by the COVENTRY MACHINISTS' COMPANY:

CLUB HOLLOW RIMS, CLUB DOUBLE BALL ADJUSTABLE BEARINGS, CLUB SINGLE BALL ADJUSTABLE BEARINGS, DIRECT LOCKED SPOKES, PATENT DETACHABLE CRANKS, RUBBER SUSPENSION SPRING.

#### FINISH. PRICES: Usual bright parts nickeled on copper, balance (including spokes) enameled plain black, full polished by John Harrington. Same as above, except that spokes are nickeled. Full nickeled, except rims. Machines crated F. O. B. 50-inch Machine, B2 or B3 finish, . Each rise of two inches \$2.50 extra.

EXTRAS.—Club Ball Pedals, nickeled, \$7.00. Rubber Handles, \$1.50.

SIZES in stock, 48, 50, 52, 54, 56, 58.

#### **TERMS:**

C. O. D. by express, with privilege of examination on receipt of \$10 to cover transportation charges both ways, in case machine is not accepted. CASH WITH ORDER.-When cash accompanies order we will prepay freight charges to destination, anywhere east of the Mississippi River.

#### One-Mile Boys' Race.

W. G. Redfield, New Haven, Conn., 1st, 3 31 3-4 R. R. Jones, New Haven, Conn., 2d.

#### Five-Mile Handicap.

R. Chambers, scratch, 1st, 15 50 3-4 G. H. Illston, 5 seconds, 2d. H. E. Bidwell, 5 seconds, 3d.

#### One-Mile 3.20 Class.

William Waite, New Haven, Conn., 1st, 3 of 1-2 J. Ives, Meriden, Conn., 2d.

#### Ten-Mile Open.

Sanders Sellers, Preston, Eng., 1st. 33 22 3-4 H. W. Gaskell, Birmingham, Eng., 2d, 33 23 L. B. Hamilton, Waterbury, Conn., 3d, 33 23 1-4

Two-Mile Handicap.

R. Chambers, scratch, 1st, 6 og 1-4 Wm. Waite, 21 seconds, 2d.

#### SEPT. 24-SECOND DAY.

Three-Mile State Championship.
Wm. Waite, New Haven, Conn., 1st, 9 24
H. E. Bidwell, Hartford, Conn., 2d.

#### Five-Mile Open.

Sanders Sellers, Preston, Eng., \*1st. Geo. M. Hendee, Springfield, Mass., 2d, 16 54 1-4 L. B. Hamilton, Waterbury, Conn., 3d.

One-Mile Tricycle.

G. H. Illston, Birmingham, Eng., 3 36

Three-Mile Handicap.

Wm. Waite, 40 seconds, 1st, 9 31 A. G. Palmer, 25 seconds, 2d.

Twenty Mile Open.

R. Chambers, Birmingham, Eng., 1st, 1 12 30 1-4 W. Maxwell, New Haven, Conn., 2d, 1 12 30 1-2

One-Mile Consolation.

J. C. Lewis, New Haven, Conn., 1st, 3 14 1-4 A. M. Ferguson, New Haven, Conn., 2d.

\*Sellers fouled Hendee on the fourth mile and was given second place.

#### TOLD BY THE PARSON.

Yes, gentlemen, that was a good run, but I had a curate four years ago who beat any one I have ever heard of; he could ride anything from a bone shaker to a racer. Do any of you know Canterbury? No. Well, there is a hill that runs from Canterbury to Herne Bay, eight miles long. Four years ago I started with Mr. Meek (that was my curate's name) from Canterbury to Herne Bay by coach. Just as we reached the brow of the hill a front wheel came off, and away we went down the hill on three wheels, at about the rate of sixteen miles an hour, the other wheel just in front of us. I expected a collision every minute, when quick as thought Meek jumped from the box seat, and using his hat (much like the one I have on) for a saddle, he sprung on the wheel, and in five minutes was out of sight. Gentlemen, we did that eight miles in thirty-eight minutes, and when we pulled up at the Dolphin, at Herne Bay, we found Meek had dined and had gone to have a look at the new pavilion on the pier. "Wonderful," said our captain, "and, strange to say, my brother drove the coach that very day, and he told me the story before."

- "Oh, Ananias," said the parson.
- "What, sir?"
- "I said, gentlemen, Anna's nigh us, and while she is in the room I'll take another drink."—Wheeling.

#### Rews Rotes.

#### 2.39.

A record number.

What about our new track?

The Victor tricycle was there as usual.

Referee Bassett gave general satisfaction.

The Rudge holds the world's amateur record of 2.39.

Records are revised annually at Springfield, Mass.

The Royal Mail holds the world's professional record of 2.39.

For a new and plucky rider C. W. Ashinger takes the cake.

Gaskell rode a Club bicycle and tricycle in the Springfield races.

The editor of the Wheel graced the occasion with his presence.

Referee Bassett was the right man in the right place.—Boston Herald.

The Pope Cup was won at Philadelphia on a 55-inch Sanspareil Racer.

Woodside's gorgeous suit captured the audience on his first appearance.

In the opinion of all the racing men the Springfield track can't be beat.

The natty suits of the New Jersey tricycling ladies were greatly admired.

The timing at the Springfield races was perfect, and credit is due Mr. O. N. Whipple.

Twenty-four of the twenty-seven races at Spring-field were won by riders of the Rudge.

Of the thirty-six events, ten amateur and six professional were won by Englishmen.

The next meet of the League of American Wheelmen will be held at Buffalo, N. Y.

The next annual revision of the records will take place on Hampden Park, September, 1885.

S. T. Clark was on hand as usual, ready to expound the merits of the Club and Sanspareil machines.

Stoddard, Lovering & Co., of Boston, have been appointed agents for the Kangaroo, the new safety bicycle.

The Royal Mail captured thirteen of the twenty races held at the Boston Union Athletic Co's tournament.

The new '84 pattern of Sanspareil Light Roadster is proving a valuable acquisition to our light roadsters.

The Connecticut Bicycle Glub cleared \$1,000 by its tournament, and now we look for the new club house.

The next meeting of the Ohio division of the League of American Wheelmen will be held in Springfield.

"Lewee" in the Wheel does the Springfield tournament up in good shape, and is deserving due credit therefor.

The Club Racer won seven prizes at Springfield, two at New Haven, and two at Boston, with Gaskell out of form.

Mrs. J. N. Smith, the secretary and treasurer of the Orange, N. J., Wanderers, was at the Springfield tournament.

Not one American bicycle on the race path at

Springfield, but the Victor tricycle "bobbed up serenely" as usual.

It is not necessary for the Overman Wheel Co. to build racing tricycles to win, the ordinary everyday wheel is good enough.

Save this issue till the next tournament in 1885, then bring it with you and witness the third annual smashing of the records.

Of the eighteen amateur events won by American riders, fourteen were class, tandem, tug-of-war, ride-and-run and hands-off races.

Bicycle soup, a la Prince, was served at one of the hotels during the tournament, in honor of Prince's victory and record of 2.39.

Charter Oak Park was heard from Tuesday, September 9. Our Hartford brethren are to be congratulated on their excellent park and track.

An official at a recent race meeting in Oldham, England, was fined five shillings for carrying a pistol without a license, the pistol being used to start the men.

Abraham Lincoln rides a 45-inch Star. He is the son of Hon. Robert Lincoln, Secretary of War. His grandfather was once the champion of the United States.

A prominent wheelman of Hingham, Mass., was mounting his machine when the sharp report of a cannon so startled him that he jumped too far, taking a perfect "header."

Through carelessness of the Express Co., a Royal Mail Racer ordered by Dolph, and sent him just before the races, was so badly smashed on the way as to be unfit for use.

John S. Prince's 2.39 was the surprise of the meeting; in fact, Prince outdid Prince, and the champion Howell was taken back when the American champion flew past him.

Mr. Hunter, of Beverly, made a splendid record for his first appearance as a racer. He rode a half mile in 1.20 3-5, and did well for a beginner. He rode a 55-inch Royal Mail Racer.

It remained for the Springfield Bicycle Club to find out how to make men race for three, five or ten miles. It was the *record races* that did the business, but they are hard on the racing men.

On the curb-stone: First smoker—"How shall we bet?" Second smoker—"On Hendee." First voice—"But suppose he should Sellers?" Thud — One less punster, one more on the cyclist.

A Florida, N.Y., gentleman, 72 years old, recently ordered a bicycle of the Pope Manufacturing Company, which he expects to use for the next ten years, after which he will be content to ride a tricycle.

As Ashinger fell from his machine after winning the one-mile handicap, Corey, who was standing near by, was heard to remark, "The Rudge is bound to win, even if it has to tumble over the scratch."

With a single exception the races were interesting from start to finish, and were conducted in a way that reflects much credit on the Springfield Club and the officials of its tournament.—"Lewee" in The Wheel.

On Sunday, August 17, Rev. Mr. Stall preached in bicycle costume at the Methodist church at Mt. Hermon, Pa. He is probably the first man who has preached in knee breeches since they went out of fashion.

Prince brought the Royal Mail Racer to the front in the great one-mile contest with Howell at Springfield, September 17, lowering the professional records of the world to 2.39, and now claims the championship of the world.

The Boston *Globe* has this welcome bit of news: "It is rumored that next spring an extensive race meeting will be held in Boston, on a plan that will exceed anything yet held, not even barring the monster meets at Springfield."

Thomas Battens by won the twenty-five mile race for the champion challenge belt and money prizes at Leicester, England, August 30. Time, 1h. 20m. 39 1-5s. F. Lees, second, and F. Wood third. The latter promptly challenged the winner.

"You make me tired," the wheel said to the bicycle manufacturer. "Was it you that spoke?" asked the astonished manufacturer, "or was it the fault of my big gears? The bearings of your remark will take crank in standard literature."

W. H. Wetmore, of the Cleveland Bicycle Club, is the best fancy rider in the West, and one which our eastern riders had better keep shy of. Mr. Wetmore is a very graceful and easy rider, accomplishing the most difficult feats with apparent ease.

Among the recent comers in the field of wheel journalism is *The Bicycle*, published at Montgomery, Ala., by Frank X. Mudd and J. C. McKenzie. It is an eight page paper and appears to be finding a good field for itself in the South. May it live long and prosper.

"Ever had a cyclone here?" asked a Kansas man who was visiting a country aunt in the East. "A cyclone? Oh, yes," said his aunt. "Deacon Brown's son brought one from Boston a spell ago, but, law! he couldn't ride it. Tumbled off every time he tried."—Ex.

The prediction of last year, that a racing man "must ride a Rudge in order to win," has been heeded. Twenty-four out of the twenty-nine bicycle races at the Springfield tournament were won on the Rudge, and the records from one-half mile up to ten belong to this machine.

The Cincinnati Club had its wheel room entered July 29, by a sneak thief, who carried off a 52-inch Expert, No. 2,901, full nickeled, ball pedals, extra long dropped handle-bars, with rubber handles, belonging to Harry Hall. A reward of \$25 has been offered for the recovery of the same.

J. L. H.—No, sir; the Rudge machine is not made in Springfield, it is an English wheel, and made by D. Rudge & Co., Coventry, England. The nearest factories to us are the Pope Manufacturing Company, at Hartford, making bicycles, and the Overman Wheel Company at Chicopee, makers of the Victor tricycles.

The Amateur Athlete is following in the footsteps of the former official organ as regards statements concerning the Springfield Bicycle Club, having made in the past three months nearly a dozen statements concerning the club that have not even the shadow of truth. Come, Brother Baird, give us the whole truth and nothing but the truth.

Eight riders of the New Jersey Wheelmen contested in a road race for three prizes, September 13. The run was from a point on Springfield avenue, Newark, to Milburn, and return, a distance of 10 miles. The road although a little "hully" was in good condition for riding, and the distance was covered first by J. C. Willerer, in 41m. 5s;

F. E. Theberath second, in 44m. 15s.; August Hann third, 45m. 55s.

The "Kangaroo" machine, which made its appearance here at the tournament, is making itself quite a reputation as a roadster in England. It is a safety machine of extraordinary power, and can be speeded to a very lively gait. A hundred mile competition for riders of the "Kangaroo" was announced to take place at Coventry, Eng., September 27.

The Mirror of American Sports was the only sporting paper published under date of September 20, that gave an account of the Springfield tournament, which speaks well for its enterprise, when such papers as the Clipper and Spirit of the Times had no report whatever. The Mirror is fast coming to the front in cycling matters and is to be congratulated upon its success.

The following is a list of the winning men and the machines they ride: R. Howell, Rudge; S. Sellers, Rudge; G. M. Hendee, Rudge; Eliot Norton, Rudge; L. B. Hamilton, Rudge; C. H. Parsons, Rudge; H. S.Wollison, Rudge; G. H. Waite, Rudge; A. Jenness, Rudge; F. Westervelt, Rudge; C. Ashinger, Rudge; L. A. Miller, Warwick; J. S. Prince, Royal Mail; H. Gaskell, Club.

In speaking of the Hampden Park track, the New York Clipper says: "The track (which is new, and when measured by competent persons after the tourney was found to be over a half-mile in circumference) was in such fine condition that it elicited the admiration and commendation of our English visitors, who found it to compare most favorably with the paths of 'Leicester, Wolverhampton and Crystal Palace."

The Springfield track speaks for itself. The track holds all amateur American records from one-quarter mile up to and including ten miles except the one-mile, all tricycle records from one-half to five-miles inclusive; the one, two, and three mile tandem records, and all of the professional records of America from one-quarter mile to ten-miles inclusive, including the one-mile record of the world, and still crying for more records to conquer.

The race for the mile championship and \$250 between R. Howell and F. Wood came off at the Molyneux grounds, Wolverhampton, Eng., August 16. Howell getting best away, at once took the lead. After going twenty yards, however, Wood rushed to the front, Howell being content to bide his time. Entering the last lap, however, the Coventry man made his effort, and at once took the lead, Wood being apparently outpaced, and Howell eventually winning very easily by four yards in 2m. 47 4-5s.

Henry Goodman & Bro., of Hartford, Ct., furnished the official score cards for the Spring-field meet in a very satisfactory manner. Messrs. Goodman and Bro. have furnished score cards at all of the prominent meets in the country, beginning with the Springfield meet in 1883. Bicycle clubs and others will consult their own interest by writing to them, as they pay liberally for the privilege in addition to the furnishing of free programmes. They furnished 21,000 score cards and 50,000 programmes for the Springfield meet.

Rev. Sylvanus Stall spent two weeks of his vacation on a bicycle, touring in company with several other clergymen through the States of Pennsylvania, New Jersey and New York, visiting Philadelphia, New York, along the Hudson river to Albany, Round Lake, Saratoga, Sharon Springs, Cooperstown, down the Delaware through Port Jervis and

the Water Gap to Easton, where he met his family. The entire distance covered with the bicycle was 590 miles. The average distance was about 50 miles a day, and the longest distance ridden in a single day was 77 1-2 miles.

The following comes from abroad, but we have had to cook it over to suit it to the delicate American digestion: Angelina wanted a tricycle awfully and told Edwin, her husband, that she only wanted to hear him say the word "buy" and she would go to the city and order one. One morning as Edwin was starting for the train, he murmured affectionately, "buy-buy, love," and in less than three hours a bill of £25 for a tricycle was sent to his office in town. Now when he starts for the city he says more coolly, "good morning." It prevents misunderstandings, you know.

There was one event connected with the tournament that didn't come off, and there was no little disappointment in consequence. That was the half-mile tricycle race for which Eugene M. Aaron, editor of the Amateur Athlete, challenged his fellow editors, Fred Jenkins, Abbot Bassett and H. E. Ducker. The challenged parties were on hand, but the challenger, where was he? He has forfeited the stakes, which were a supper to be ordered by the first man in the race. No matter who orders it, is Mr. Aaron ready to come down with the supper, or does he want to be barred out of all future editorial races?

It never has been settled how old a fellow must be before he gives up all hopes of getting married, and perhaps the question will be raised how old a fellow must be before he should give up all expectations of riding a bicycle. But here is a note received by the *Cyclist* from Mr. Henry Damond of Orleans, France, which will help towards solving the problem:—

Sir, I am informing to you that the 24 August, 1884, I have won the first prize of slowness in the Heat of Bicycles to Etampes (Seine et Oise) town of few thousand inhabitants near Paris. I am old of 72 years and two months. I am writing to you this triumph that to encourage the bicyclists in the perseverance and prove that the exercise are very good for the Health. Will you if you please insert this fact in your Cyclist. I am, sir, with distinction,

Yours very truly, S. Y. HENRY DAMOND D'ORLEANS.

The Spirit of the Times says of us: "The International Wheelmen's Tournament, held September 16 to 19, by the Springfield (Mass.) Bicycle Club, was the most successful race meeting known to the annals of bicycling, as regards either intelligent and honest management, value of prizes, number of spectators, number and quality of contestants, or wonderful performances. The path, a half mile in circuit, was constructed especially for these races, using the homestretch of Hampden Park, and completing the half-mile inside the field. It was in no place less than thirty feet wide, was made of soil and marl peculiar to that locality, and proved to be a smooth, safe, and fast pathwonderfully so considering its newness, having been finished only a few days before the races. It was bounded by a solid, continuous curb, and correctly measured-a much needed reform in bicycular management."

The Mirror of American Sports, in reviewing the Springfield tournament, says: "The results of the tournament of 1884, at Hampden Park, Springfield, Mass., are vastly important in their effect upon American (and English) bicycling interests. A new and healthy influence has been exerted upon our amateur wheelmen. The practical side

of bicycling is now uppermost. As a branch of American athletics, bicycle races will hereafter take a front rank. The performances of Hamilton of Waterbury, Ct., Miller of Meriden, Parsons of Springfield, and other newly developed fast amateur riders, will stir up a generous rivalry among clubs all over the country, and even the western metropolis may be able to have a representative racing man in the 2.50 class at Springfield next year. The track at Hampden Park cannot be improved upon. The turns are easy and wide enough, the soil hard and smooth as polished granite, and the "L. A. W." pole was certainly correct this year.

#### Items of Interest.

#### 2.32!

The record at

Springfield, Mass., September, 1885.

The Springfield track holds more records than any other track in the world.

865 miles in eight and one-half days has just been accomplished on a tricycle by a Nixon rider, from Land's End to John O'Groat's.

Three members of the Genesee Bicycle Club of Rochester, N. Y., recently made a cycle tour of 282 miles in 40h. 45m. actual riding time.

The Canadian amateur record of 3.09 1-2 was reduced to 2.59 1-8 by H. Clarke, of Woodstock, who is now the amateur champion of Canada.

The Royal Mail tricycle holds the tricycle records 1-4 to 5 miles (except two mile record of the world held by Victor tricycle), for the U. S.

Mrs. Reynolds, of Stockport, N. Y., is now figured as having ridden forty-five miles daily for three days while the thermometer averaged about 90° in the shade.

Mr. Morris Sargent, of New Bedford, Mass., a vigorous old gentleman now in his ninety-third year, on a recent visit to Nashua, N. H., astonished the people by riding a bicycle.

M. Baby, of Pau, on the 16th ult., succeeded in beating M. Rousset's tricycle record of 288 kilometres, by accomplishing 305 kilometres, or about 189 1-2 miles, in the 24 hours.

Hampden Park, Springfield, Mass., had 46 records made during the third annual tournament, eight of which are the records of the world. This includes amateur and professional bicycle, amateur tricycle and tandem bicycle.

A LONG BICYCLE TOUR .- Hugo Barthol, a native of Saxony, has just completed a long bicycle journey. In eleven weeks he has covered 2,800 miles. Starting from Gera, he rode to Frankfort, thence down the Rhine to Switzerland, stopping at Basle, Zurich, Lucerne, across the St. Gothard mountains to Milan and Turin. He accomplished the difficult task of riding across the Apennines on his way to Genoa. Following the coast he rode to Pisa, thence through southern Italy to Florence, Rome, and Naples, from which point he started the home ride, crossing the Apennines to the eastern coast of Italy, the whole length of which he covered. He passed through Ancona, Venice, Bologna, Trieste, Larbach, Graz, Vienna, Tetchen, Dresden, back to Gera. Mr. Barthol remained from three to six days in the larger cities. The feat is the most remarkable on record.-IIamburg Morning News.

#### REMARKABLE RIDING.

F. J. Lees of Sheffield and Albert Hawker of Leicester engaged in a most spirited contest at the Belgrave Road Grounds, Leicester, Eng., August 11, for £15 a side. Both men were in the best of condition, and Lees, with the inside position, at once took the lead and was away at a terrific pace. The totals at the end of each mile are given below, an asterisk denoting the records broken:—

Miles.	Duration.	Time.	Miles.	Duration.	Time.
t	2.50	2.50	6	2.59	*17.34
2	2.53	5-43	7	2.56	*20.30
3	2.56	*8.39	8	2.59	*23.29
4	3.00	*11.39	9	2.59	*26.28
5	2.56	14.35	10	2.52	*29.20

R. H. English, of North Shields, B. C., England, on September 13, beat the world's record, held by Cortis, of 20 miles 325 yards in the hour, by accomplishing 20 miles 560 yards. The following is the official time, an asterisk denoting the records broken:—

MILE.	DURATION.	TIME.	PREVIOUS RECORD.
I	2.42	2,42	2.41 2-5
2	2.50 2-5	*5.32	5.36 3-5
3	3.00 3-5	*8.33	8.41 1-5
4	3.00 .	*11.33	11.34 2-5
5	3.00 2-5	*14.33 2-5	14.39 2-5
6	3.00 1-5	*17.33 3-5	17.37
7	2.57 2-5	*20.30	20.32
8	2.58 1-5	*23.28 4-5	23.31 1-5
9	2.53 3-5	*26.22 2-5	26.31 2-5
10	2.57	*29.19 2-5	29.30 2-5
11	3.00	*32.19 2-5	32.30
12	2.55 3-5	*35.15	35-30 4-5
13	3.01	*38.16	38.35 4-5
14	3.10	*41.26	41.36
15	3.03 3-5	*44.29 3-5	44-37 2-5
16	2.56 2-5	*47.26	47-37 I-5
17	2.56	*50.22	50.32 2-5
18	2.58	*53.20	53.27 2-5
19	2.55	*56.15	56.22 3-5
20	2.51 3-5	*59.06 3-5	59.20 1-5

#### PROFESSIONAL CHAMPIONSHIPS.

TWENTY-FIVE MILES .- The race for this championship was run at Aylestone Road Grounds, August 2d. The trophy for competition is a magnificent silver belt, valued at £30, and a similar amount in coin is added. The result was: T. Battensby (1), 1h. 17m. 20 4-5s.; H. O. Duncan (2), F. Cleminson (3), F. DeCivry (4), E. Weston (o), R. James (o), F. Hawker (o), F. Bone (o). The time beats the record, which was held before by Wood, at 1h. 17m. 25s. This time was made in the 50-mile race, 5th July last, and the times made were given only for the five-mile distances. If the intermediate times were not taken, new records were made in this race, as follows: T. Battensby, 21 miles, 1h. 4m. 45 4-5s.; 22 miles, 1h. 7m. 58 2-5s.; 23 miles, 1h. 11m. 12s.; 24 miles, 1h. 14m. 31 2-5s.; 25 miles, 1h. 17m. 20 4-5s.

TWENTY MILES.—The third race for this championship was run at Belgrave Road Grounds, August 2d. Howell and Wood had each won a victory in this championship, but by the terms three victories must be scored for the prize, a gold chronograph watch, valued at £25. The result was: R. Howell (1), th. 3m. 13 3-5s.; F. Wood (2), F. J. Lees (3), J. Keen (0). The last lap was ridden in 34 2-5s.

TEN MILES.—The fifth contest in this championship was run at Aylestone Road Grounds, August 4th. In the previous races Howell and Wood had secured equal victories. The result was: R. Howell (1), 20m. 15 1-5s.; F. Wood (2). T. Battensby (3), H. O. Duncan (4), F. J. Lees (5), F. DeCivry (0).

#### THE SONG OF THE WHEEL.

A man in a factory far away
Is polishing burnished steel,
And still as he works the live-long day,
He sings the song of the wheel.

"Oh, I make them smooth and I make them bright,
And many the miles they run,
As they skim along in the dusky night
Or onward fly in the morning light,
Ere the day is yet begun.

"Much joy there is with lightning speed To traverse the gleaming snow, Or over the waters a race to lead, But the joy of a ride on the silent steed The wheelmau alone may know.

"As ever quickly my fingers fly
My mind is far away—
I wonder who my wheel will try,
And never for rest my heart doth sigh,
Though I work the live-long day.

" I see a rider in suit of gray
Who speeds along the moor,
And oft he seems too long to stay,
And many the moments, and long the way,
Ere he reach his lady's door,

"A circus ring before me lies
With glittering tinsel bright,
And girlish forms with weary eyes
Are greeted loud with shouts and cries
As they guide the wheel aright.

"Light, youthful riders now appear In manhood's glorious strength, A long and deep descent is near— They downward go and know no fear, And never feel the length.

"And so they pass before my mind, In visions clear and strong. The weary hours are left behind, My labor here seems ne'er unkind, As ever I sing my song."

And still in the factory far away,
The man is polishing steel,
And still throughout the live-long day,
He sings the song of the wheel.

#### SONG OF THE WHEELMAN

(By an Early Riser.)

I leave the busy house or store,
A rider skilled in wheeling;
And take the road for farm and shore,
A rapid speed revealing.

I see not many as I pass,
But few are up so early.
I roll my wheel along the grass
To catch the dewdrops pearly.

Around the commons then I go, Or cut across so clever; For men may run and men may row, While I ride on forever.

I rattle over cobbly ways,
I bump above the ridges;
The tall and dusty weeds I graze,
I dash across the bridges.

And then I strike a sandy strip And puff like any bellows; Whoever saw a wheelman slip? The stout and lusty fellows!

Upon the pedals now I throw
My weight as on a lever;
For men may run and men may row,
While I ride on forever.

The busy day has now begun,
I lose no time in turning,
For from the East the morning sun
Sends down his sunbeams burning.

There could not all the winds that blow,
From me my wheel dissever;
For men may run and men may row,
While I ride on forever.

#### SUPPOSING A CASE.

The boatman pulls his dripping oars,
And the sun shines merrily over,
For a lady fair on the distant shores
Was waiting the kiss of her lover.
And oh! he was a gallant young knight,
And she was a baron's daughter;
And her tresses were bright as the mellow sunlight
Now flushing the brow of the water.

The boatman pulls his dripping oars,
But the sun shines forth no longer;
And he views the sky with a nervous eye,
And his grip on the oars grows stronger.
A darkness comes across the main,
Relieved by the lightning's flashes;
The sea runs mountain high, and the rain
Comes down, and the thunder crashes.

The boatman pulleth not his oars,
And the boat has ceased its motion;
'Tis scattered and torn, and piecemeal borne
On the bosom of the ocean!
And the knight and the fisher have found their graves,
And the lady has lost her lover,
And she weeps and prays and laughs and raves
Till her journey of life is over.

Supposing the knight had taken his wheel,
And wheeled around by Hoboken;
We shouldn't have had this terrible tale
And the girl's heart wouldn't have broken;
He'd have got there, too, in half the time
It takes by a beastly boat,
And long before would have folded her
To the breast of his Norfolk coat.

#### DON'T.

AN AMATEUR'S COLLECTION OF TWENTY "PAINTERS."

Presuming you have not invested in a machine, don't learn on a new one. Hire or purchase a second-hand wheel till you can run one without knocking it all to pieces.

If there is a club in your town join it by all means; it will be of great value to you, and will help the cause. After becoming a member don't be afraid of doing your share of the work.

Don't dress flashily; if you have a voice in deciding the club suit, vote for modest cut and dark colors. A club run should not resemble a circus parade.

Don't attempt the pedal mount before you can get into the saddle *via* the step.

Don't try to become a trick rider before you can coast a hill.

Don't lend your machine to the ambitious youth who "just wants to try it a minute."

Before you get accustomed to riding be careful not to overdo. A man cannot travel on a bicycle fifty miles at one stretch without any preparation, and feel very much invigorated. The proper use of a machine brings sweet repose to muscle and brain, but its abuse produces exhaustion.

Secure a good, easy saddle; money put in such a saddle is well spent. Because a cheap hogskin comes with your machine don't imagine you've got to use it.

Don't travel around loose in the dark without a lantern. You will avoid many casualties by taking this advice.

Use dropped handle-bars; they will help wonderfully in hill-climbing, and are easier on the arms than straight bars.

Also use (dark) rubber handles. They will not blister the hands.

"Axe-oil" (so called) is a good thing for hardening the hands. It is produced by burning cotton rags on (axe) steel. The "sweat" thus generated is the oil. Don't move along the street with a bearing shricking at the top of its voice. (We believe a hint is oil that is necessary in this direction.)

On long journeys walk up the hills and save strength.

Look well to your machine; a loose nut tightened in time may save a twenty-mile walk. or a broken head.

Carry duplicate parts (not of the head).

Don't ride on sidewalks when in conflict with a city ordinance or your own conscience. It may disturb a policeman's nap, and render you liable to be chased.

Don't fail to yield the rights and observe the courtesies of the road. In approaching vehicles from behind, pass on the left side, and if in company with others, all should take same side. Some otherwise well-informed wheelmen are ignorant of this rule.

Don't enter a race without training. It takes wind and muscle to do creditable work even in a short spurt, and these qualities are not attained in a day.

Don't allow your wheel to lie idle. Keep the balls "a rollin'," and remember that every hour spent in riding in the open air adds another day to your life.(?) Double your riding time and live to a ripe old age!

C. S. WADY.

PROVIDENCE, R. I., August, 1884.

#### THE HISTORY OF THE BICYCLE.

The bicycle is the result of a long-continued effort to solve the problem of how to move over the greatest distance in the shortest time, with the least expenditure of energy and with the least inconvenience and expense. The velocipede, or perambulator, with three wheels, is over a hundred years old, but the bicycle, in its complete form, has existed but a comparatively few years. Baron Von Drais, of Germany, was the first to discard a wheel and to originate a rudimentary bicycle. This was in 1815 or 1816. It was a very crude vehicle, there being no crank propulsion. It consisted of two wheels of about equal size, one before the other, connected by a bar, with handles for guiding the one in front. The rider sat astride the bar, his feet resting on the ground, and propelled the contrivance up grade or on a level with his feet. Various improvements were made at different times, one of them in this country in 1819, but they were but slight. Two Frenchmen named Woirin and Leconde in 1865 made a velocipede to be propelled by foot-cranks on the front wheel, but there were two hind wheels. Pierre Lallement, a French mechanic, almost immediately discovered that foot-cranks would work on a machine with only two wheels. He made a two-wheeled velocipede in the shop where he worked, and succeeded in riding it, and it was exhibited at the Paris exhibition of 1865. In 1866 he came to America and was induced by an observant Yankee to take out a patent for his velocipede, but it created but little interest. In France, however, many improvements were made upon it from time to time, and it gradually grew very popular abroad. America caught the fever in 1869, and the velocipede was the rage for a short time. Many of the riders of the present day caught the mania, and did their best to utilize the machine, but it called for too much exertion on the road, and was only suited for a plaything. A Lowell shopkeeper, who deals in variety goods and knickknacks generally, has an

old-fashioned velocipede which he exhibits for sale. It is now a curiosity. Once it was a wonder, and its rider a marked man in the community. But what a change has been wrought in two-wheeled vehicles since the days of this relic! The machine under consideration is strongly and well made. Its front wheel is about 40 inches in diameter, the back one 36. They are very much the same as carriage wheels. The seat is upholstered. About eight feet is the velocipede's length. The pedals are round pieces of wood. This machine is a real curiosity for many at this day.

#### DO NOT MENTION IT.

The "header," we mean. We are fully satisfied that many timid mortals are deterred from becoming wheelmen by the frequent mention of the awful "header." No one can write an article on wheeling, without, before he is through, getting off some stale joke or fearful word of warning regarding the header. Every speech on the subject must have dragged into it something about the falls received and headers taken, until to an outsider, to one unskilled in the art, it would seem as if the greater part of the time when out riding is spent in picking up yourselves and your wheels. The same thing is followed in canoeing. The "upset" is talked about, written about, and jested upon until the public imagines the canoeist must part his hair in the middle, and "trim ship" when he changes his tobacco from one side of his mouth to the other. The practice is all wrong. We all know headers are an exception. Very few falls are taken-so few in fact as to not be worth the mentioning. This being so-it being of so little import-it seems to us, wheelmen should one and all omit all mention from their articles in the public prints, all reference to it in their speeches and conversation, and so banish it to its very insignificant place in the art of riding a wheel. They should be especially careful not to speak of it in the presence of new men or in the hearing of the uninitiated. Let us hear no more of the "header." -Cleveland Mercury.

#### THE QUESTION BEFORE THE CHURCH.

A minister in Cleveland rode to church last Sabbath on a bicycle. As he swept up to the sacred edifice a large Newfoundland dog, belonging to the senior deacon, came lumbering out to greet the pastor. The bicycle struck the canine on the head under a full head of steam, and run him down with a shock that could be plainly felt with the naked eye. The reverend took a header, and jammed his high silk hat down over his ears so tight that he had to crawl clear through it to get out of it. The scattered leaves of a seven-head sermon flew around the avenue like a theological snowstorm. The dog made Rome howl with his wails, and attracted a crowd of 300 people. The parson's coat was split down the back, and his trousers ripped across the knees. He pinned up the knees, and he had to wear a pepper and salt sack coat the sexton loaned him. When he appeared in the pulpit in this garb the congregation smiled, and when he announced his text, II. Kings, xii. 6: "But it was so \* \* \* the priests had not repaired the breaches—," there wasn't a dry eye in the conventicle. And now the question before the church is: "Should the pastor ride a bicycle to church, or has the deacon a Christian right to own a dog? "-Burlington Hawkeye.

#### A NEW WHEEL.

We have known for some months that Mr. Overman has had a two-wheeled bee in his bonnet, and now it is announced that a new wheel will shortly make its debut. The Victor bicycle is a new comer which will receive a warm welcome from the wheelmen of the land. The Overman Wheel Company promises to make it all that a bicycle can be, without regard to cost of production. It will be ready March 1, and will be waited for by many who have already placed their orders with the company for this new mount. It will be in every sense a high class machine, having Bown's ball bearings all round, including pedals, Warwick hollow rims, tangent spokes, and a number of improvements in matters of detail. The Victor will be the first bicycle to use the compressed tire which has become so famous in the Victor tricycle.

#### AMONG OUR EXCHANGES.

Is it right for a cyclist to say to a beginner, "You are getting on," when he is manifestly falling off?—Bicycling World.

The Bicycle Club deserves much at the hands of Springfield citizens for giving the city such excellent and at the same time clean and reputable amusement.—New Eugland Homestead.

When a town of the size of Springfield can bring out 70,000 people to a bicycle tournament, a city ten times as large, as is Boston, should be able to bring out at least half as many, even if interest in the sport is not as great.—Boston Globe.

I know a man who perspires fearfully when riding. He can't even wear a celluloid collar. He has invented a patent wooden one therefore. Unfortunately when he wears it, however, no one can tell where his head begins and the collar ends.

—Wheeling.

The bicycle boys are to have the track at Charter Oak Park specially measured so that there can be no disputing the records made at the September bicycle races. Some enterprising juvenile may be expected very soon to institute an investigation of the Connecticut river to determine whether its water is wet.—Hartford Courant.

The Springfield Club is a pushing organization. Its officers understand the value of printers' ink judiciously distributed. In every town and city where bicycles or bicycling literature can be found, there will be found also some one acquainted with the achievements of the Springfield Bicycle Club.

—Mirror of American Sports.

THE WHEELMEN'S GAZETTE again appears at our table with a large amount of reading matter. A number of papers remarked last year that they could not see how the paper could be issued in its handsome style for so small a subscription price, and this year we wonder even more that so fine a paper can be sold so low. It is emphatically our best exchange. Send your name and fifty cents and receive it for one year.—Lynn Union.

The bicycle is one of the great benefits conferred upon this country, in that it educates young men to know the difference between a good road and a bad one. The average man does not know what a good road is, but when a man buys a bicycle and begins to ride, he begins to get interested in roads. I have seen a bicycler stand on his head to see what was the matter with the road. I, myself, have been so much interested in the way roads were constructed that I have got down and tasted of the dust.—President Bates.

Our English visitors will probably all return to the land of dropped "h's" within a fortnight. These amateur racers have made a most excellent impression here, being regarded as not mcrely plucky and capable on the race-path, but as gentlemanly, sensible, and "square" young men. They train intelligently, and do their racing in a business-like way. That they "run to win" no better evidence is needed than this week has given. Local wheelmen will welcome another visit from them.—Springfield Union.

One of the most creditable features of the tournament has been the behavior of the professional riders. Howell will take away with him the genuine respect of those who know what his course has been. He is a "professional" because employed by the Rudge men, but his racing has been honorable from an amateur stand-point, say those who have a right to speak. His intention to revisit the local track next year as a return for the Springfield Bicycle Club's dealings with him, will be welcome information to the public.—Springfield Republican.

The performance of Sellers, at Hartford, was a genuine surprise to every one. His previous records did not warrant the belief that he possessed such wonderful powers of speed, while few supposed that Hartford was the *locus* of such a track. While, of course, we should have preferred to see an American wheelman credited with the world's record, we must give our visitor full praise for his splendid performance. We congratulate Mr. Sellers, as well as those riders who maintained the honor of America so well, and trust that the events of this week will prove as auspicious as that of last.—*Bicycling World*.

Some racing men have a hard time of it trying to get themselves into condition, and think that all their friends are as interested in the result of their self-denial as they are. Speaking to an acquaintance some few days since, a well-known racing man who wears his hair very closely cropped said, "For the last 18 months my habits have been as regular as clock-work. I rose on the stroke of six, at 6.30 breakfasted, at seven I was at work, dined at 12, supper at six, and in bed at 9.30; ate only hearty food, didn't smoke, and hadn't a sick day all the time." "Dear me," remarked the acquaintance in sympathetic tones—"what were you in for—forgery or what?"—Cycling Times.

Foremost among all amateur wheel organizations in America in its efforts to elevate and promote the interests of cycling, and to demonstrate the value and utility of this sport as a means of obtaining wholesome physical exercise, as well as to establish the wheel upon its rightful basis as an economical and indispensable implement of rapid travel, the Springfield Club has undertaken this year to "beat all the records" of important and successful meetings, and the result has been to attract to the competition the most noted amateur and professional cyclists of two hemispheres —in all respects the most notable representation of its kind ever known in the United States, if, indeed, it has been equaled in the world.-Mirror of American Sports.

The third annual meet, which has been the chief topic of conversation with wheelmen for months, goes on record as beyond doubt the finest bicycling event the world ever saw. From start to finish it has been a complete success, and surely no one was more descrying of such an outcome than the enterprising

members of the Springfield Club. No effort was spared, no stone left unturned to attain their ambition, and the whole cycling world will congratulate them on the results of their labors. The attendance each day was immense, while from a racing stand-point nothing more could be wished for. Records were beaten again and again, and it was not until the last day, when the merry cyclers were somewhat fatigued by previous struggles, that old Father Time had any show at all. The numerous races between representatives of England and America were desperate in the extreme, and while the plucky visitors carried off the major part of the honors, our own representatives are deserving of high praise.—Sporting Tournal.

Come forth on your bicycle, Charlie, And ride, while I gaze and admire; But if you won't think it presuming, I wish you would change your attire.

Your legs are a trifle too thin, dear,
To be so exposed to the light,
So won't you just pull down your trousers,
And keep them wrapped up out of sight?

Your face is so noble and manly,
Vour shoulders are well set, and square,
And with such a splendid beginning,
Those spindles but poorly compare.

You just make me think of a story (You see I must tell you the worst), About the old man in the Bible,— Whose last end was worse than the first.

So take my advice now, dear Charlie, And keep those legs nicely concealed, And people won'l dream they're so scraggy, In judging by what is revealed.

But come on your bicycle, Charlie,—
Your riding I really admire,
And when you have wrapped up those pipe-stems,
You're all that my heart could desire.

- Wheeling.

#### A NEW BICYCLE FOR YANKEE RIDERS.

Local bicyclists will be glad to know that at last they are to have a machine made on American soil which seems likely to combine those qualities which have made English wheels, like the Rudge and the Royal Mail, so popular on this side. The new machine is to be manufactured by the Overman Wheel Company at Chicopee, and is to be called the "Victor." The company have been at work several years perfecting the model, and Mr. Overman, in several trips to England, has established such connections with wheel-makers and experts there that he now controls the American right to use a number of patents and processes which have hitherto been confined to British soil, except as used in the Victor tricycle, including those four upon which the two English machines most in use here depend for their excellence-Bown's Æolus ball bearings, the Warwick rims, compressed tires, and Harrington's enamel. The new machine will be built entirely of steel, malleable iron being discarded; and weldless steel tubing will be used for making all the heavier parts. With these precautions it is believed by the company that the new bicycle will be lighter and stiffer than any now in use. Manufacture has begun, and it is hoped to have the first machine on the market by March 1. A considerable increase in the force now employed at the Ames shops will be necessary; and machinery will be put in at once for making the interchangeable parts. The manufacture of racing machines will be included. -Springfield Republican.

#### THE SPRINGFIELD TOURNAMENT.

The race meeting of the Springfield Bicycle Club has passed into history. Gathering together racing men from all sections of this country and from England, it presented a series of events long to be remembered.

The management throughout was excellent. The track was well nigh perfect, and the weather all that could be desired. Extending as it did over four days, each contestant had an opportunity to do his best. Springfield, as usual, turned out en masse to support the club in its endeavors, and nothing occurred to mar the success of the tournament. The Springfield Club is to be congratulated and complimented on the successful issue of its venture. Space forbids us saying all that we would like, and we confine ourselves to a summary of various days and the events.

Regarding the records made, there can be little doubt of their correctness. The officials were furnished a very satisfactory certificate of the measurement of the track made by Stockwell Bettes, and on top of this comes a certificate from Dr. A. G. Coleman, Mr. J. M. Gibbens, of the Herald, A. D. Claffin and others, in which they state that they carefully measured the track and found it to be five and a half inches over a half mile.

Springfield, Mass., September 9, 1884.
We, the undersigned, hereby state that on this day we

We, the undersigned, hereby state that on this day we took part in a measurement on the bicycle track which was used during the recent bicycle races at Hampden Park. The method used was to take a 100-foot steel tape measure, and, by men stationed short distances around its length, laying it on the ground and taking an eighteenth-inch distance from the inner curb by means of wooden bridges notched at the required length. According to our best knowledge we believe the same to be 2,640 feet and 5 1-2 inches.

(Signed) A. G. Coleman, H. C. Norton, E. W. Pope,

A. G. Coleman, H. C. Norton, E. W. Pope, A. D. Claffin, W. C. Stahl, Ralph Ahl, M. M. Ripley, L. E. Zuchtmann, A. Whitaker, W. N. Winans, D. E. Miller.

The timing can be relied upon. Mr. A. D. Claffin took the times for the referee, and acted as a check on the official timers. In a majority of races Mr. Claffin made the same time that the official timers made, and in no case was there a material difference. In addition to this there were at all times some two or three watches at work for the judges. We are prepared to say that Mr. Prince's time in the mile race was below the official time given, if it differed at all.—Bicycling World.

#### IT COST HIM FOUR BOB.

A correspondent sends us the following:-"Some little time ago, near a certain town in the Midlands, a bicyclist came upon a stretch of very rough road, and just on a level with it was a smooth, tempting pathway. The weary cyclist looked at it longingly for a minute or two, but the terrors of the law danced forbiddingly before his eyes. Presently, however, a pebble hit his front wheel a sounding thwack, and knocked all his scruples out of him. For a short time, he luxuriated on the footpath, but, as ill-luck would have it, upon turning a corner on an up grade, whom should he see but a member of the county police force standing in front of him, and forthwith our friend was requested to furnish his full Christian and surname, together with his place of abode. The wheelman, not unnaturally, resented this impertinent curiosity, and while the policeman was fumbling at a dirty little pocket-book, cast about in his mind for some means of escaping from his dilemma. 'What do you want it for?' said he. 'For riding on that path,' quoth the constable. 'But you didn't see me.' 'Oh, didn't I though; what's your address?' 'Well, look here, old man,' said the cyclist, 'I'll tell you what, if I'd put a couple of bob in each eye you couldn't have seen whether I was on the path or not, could you?' 'Well, no, perhaps not,' said the other, and forthwith the two florins were handed over. The ill-starred cyclist thought he might now congratulate himself that the affair was over, but he was not to get off so easily. 'That's all right,' said the policeman, as he jingled the vision-obscuring coins up and down in his palm; 'that's all right, and now if you put a couple more in my mouth I can't say anything about it.'"—London Cyclist.

The Overman Wheel Company has commenced proceedings in the United States Supreme Court against the Pope Manufacturing Company to recover heavy damages for infringement on Bown's Æolus ball bearing patents.

#### Sale and Exchange.

We have opened a department of sale and exchange for the convenience of our readers, in which their wants may be made known at a trifling expense. It often occurs that a wheelman wishes to exchange or sell his machine, or a new-comer wishes to purchase a second-hand wheel. This department will offer the desired facilities. The charge will be one cent per voord, each insertion, cash with the order. Initials and abbreviations count as words. The following example shows the style:—

 $52^{\text{-INCH}}$  BICYCLE (bright except spokes), Æolus balls, both wheels, hollow forks, movable step, long-distance saddle, King of the Road lamp, stand, etc., \$50; cost \$90 last year.

Such an announcement would cost 32 cents, each insertion. We believe that this feature may be made very useful.

FOR SALE—One 46-inch Special Columbia Bicycle; ball bearings, adjustable handle-bars, rubber handles, and in good order; half bright. Price 860.

Address BOX 407, WAPPINGER'S FALLS, N. Y.

FOR SALE—51-inch Star, nickeled except wheel; in firstclass condition. Price \$75 cash; cost \$100; new this season, C. W. LEE, ROME, N. Y.

EXCHANGE. — Would exchange The Wheelmen's Gazette one year for 50 cents. Send the same to SPRINGFIELD WHEELMEN'S GAZETTE, Springfield, Mass.

FOR SALE—A 48-inch Star Bicycle, standard finish, latest pattern; new this season, and in excellent order. Price \$75 cash. Address Box 1348, FITCHBURG, MASS.

FOR SALE—Two Bicycles in good condition: One 51-inch American Star, for \$85; one 52-inch Extraordinary Challenge, for \$75. Address Dr. H. JARVIS, OXFORD, MD.

L OST—Some good reading by my failure to subscribe for The Wheelmen's Gazette. Have sent my 50 cents and shall lose no more.

WANTED—In exchange for Top Buggy made by Kimball Brothers, a Tricycle, either Coventry Rotary, Tandem, Royal Mail, Victor, or Traveler. Call, or address CHAS. W. PIERCE, Union Street, Brighton, Mass.

FOR SALE CHEAP—One new 52-inch American Rudge, never been used; bent handle-bars, half nickeled and painted; will sell for \$104 cash. Also, a new Tandem Connecting-Bar for a 52-inch Harvard and Standard Columbia, without saddles or springs; will sell at a sacrifice for \$25. Address HARRY H. BROWN, WAPPINGER'S FALLS, N.Y.

 $F^{\rm OUND-That}$  by sending 50 cents to The Springfield Wheelmen's Gazette 1 get in return the largest, handsomest, and best bicycling paper published in the world.

FOR SALE-54-inch American Star, plain finish, built in June; good as new, except scratches on nickel; will sell cheap.

N. D. LEE, WESTMORELAND, N. Y.

\$\\$IIO.\[-\text{An Extra Challenge, run nearly two summers, in the running order; balls all round, cradle spring, dropped handles, balf bright and painted; cost \$175.

LOCK BOX 18, CASTILE, N. Y.

WANTED-50 cents for The Springfield Wheelmen's GAZETTE for one year. Address SPRINGFIELD WHEELMEN'S GAZETTE. Springfield, Mass.

#### THE SPRINGFIELD

# Mheelmen's Hazette

THE GAZETTE will be published monthly at Springfield, Mass., to contain from sixteen to twenty-four pages, as occasion may require; the number of pages will not be limited, but as we are going to print all of the news, we shall increase the size to twenty-four pages during the wheeling season, thereby giving more reading matter in one month than is generally obtained in most of the weeklies. THE GAZETTE will be under the same general management as last year. Our aim will be to make the paper attain a higher sphere in journalism than that hitherto reached; it will be national in its character, furnishing the news in a compact and wellclassified form, a firm upholder of the League of American Wheelmen, and an able exponent of the ideas and wishes of gentlemanly amateurs -such a journal will THE GAZETTE endeavor to be, and one which wheelmen will look forward to each month with pardonable pride.

THE GAZETTE, typographically, will be of the best, being printed from new type and electrotype plates on a fine supersized and calendered paper, with occasional illustrations of prominent wheelmen and racing men.

THE GAZETTE will endeavor to keep wheelmen posted as to the doings of the largest and most successful bicycle clubs, thereby stimulating the smaller and weaker clubs to activity, increasing wheel knowledge, and spreading the feeling of good-fellowship now existing among wheelmen.

In order to increase the circulation of The GAZETTE to large proportions, we have made very low rates, and expect to have an army of cyclists on our list that will be a credit to the wheeling fraternity. Our terms are as follows:—

One year, postpaid, . 50 cents.
Six months, postpaid, . 25 cents.
Single copics, . 5 cents.
Canadian subscribers, . 50 cents.
English subscribers, . 4 shillings.
Australian and New Zealand
subscribers, . 4 shillings.

Bicycle clubs whose entire membership subscribe, per year, 30 cents each name English clubs, 2s. 6d. each member. Special rates to agents and dealers. Agents and dealers are requested to keep copies on hand for sale.

Address all communications to

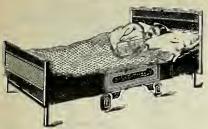
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# Second-Hand Bicycles and Tricycles.

The most of these Machines have been taken in exchange for new ones; we do not care to carry them through the winter, and in order to dispose of them soon we shall offer them at the following extremely low prices, which are from 10 to 20 per cent. less than the actual value of the Machines. Any of the Machines will be shipped on receipt of price, or will be sent C. O. D. with privilege of examination, on receipt of \$10 to cover transportation both ways if not accepted. If you do not want a Machine yourself, show this to some one who wants a bargain.

NO.	SIZE.	NAME.	FORKS.	BACKBONE.	BEARINGS.	FINISH.	CONDITION.	COST.	PRICE NOW.
ı	36					Half Bright		\$70 00	\$37 50
2	36					Half Nickel		32 50	20 00
3	38	Ideal		Round	Plain	Half Bright	Fair	35 00	17 50
4	40	English		Round	Plain	Half Bright	Good	60 00	35 00
5	44	Hecla	Solid	Round	Plain	Half Bright	Very Good	42 50	27 50
ő	46	Hecla		Solid	Plain	Half Bright	Fair	45 00	25 00
7	48	Horsman	Solid	Round	Plain	Half Bright	Very Good	50 00	35 00
8	48	English	Solid	Round	Plain	Half Bright	Very Good	80 00	40 00
0	48	Standard Columbia	Solid	Round	Ball	Painted	Good	97 50	67 50
IÓ	50	English	Solid	Round	Plain	Painted	Fair	62 50	32 50
II	51	Club				Full Nickel		140 00	100 00
12	52	English				Painted		65 00	40 00
13	52	Royal Mail				Half Nickel		135 00	100 00
14	52					Nickeled		140 00	100 00
15	52	Harvard				Enameled		135 00	95 00
16	52					Nickeled		152 50	115 00
17	52					Nickeled		150 00	100 00
18	52	Shadow				Bronzed		135 00	100 00
19	52	Shadow				Enameled		130 00	95 00
20	52					Nickeled		140 00	100 00
21	52					Nickeled		150 00	130 00
22	52					Half Nickel		137 50	90 00
23	52	Expert .	Hollow	Round	Rall	Half Nickel	Good	127 50	90 00
24	52	Vale Racer	Hollow	Oval	Pall	Nickeled	Good as New	140 00	110 00
25	52	Columbia	Solid	Pound	Pall	Painted	Fair	102 50	45 00
26	54	Matchlese	Hollow	Pound	Dall	Painted	Good		
27		Columbia	Solid	Round	Dlain	Painted	Good	137 50	90 00
28	54	Columbia Racer	Hollow	Pound	Doll	Nickeled and Enameled	Good as New	95 00	55 00
_	54	Congnarail	Hollow	Ougl	Dall	Nickeled and Enameled	Evallent		
29	54					Nickeled and Enameled		142 00	115 00
30	54					Nickeled and Fainted		135 00	105 00
31	54							145 00	110 00
32	54	Llaward	Soild	Round	D-11	Painted	Candon Nous	95 00	40 00
33	54	Hamond	Hollow	Kound	Ball	All Bright	Good as New	129 50	110 00
34	56	Canada Calanalia	······Hollow ·····	Kound	·······Ball ·······	Half Nickel	F	135 00	95 00
35	56	Special Columbia	Sond	Kound	Ball	Enameled	Excellent	130 00	80 00
36	56					Nickeled		120 00	85 00
37	56	Sanspareii	····· Hollow ·····	·····Oval ······	Ball	Nickeled	Good	147 50	100 00
38	58	Royal Challenge	····· Hollow · · · · ·	Round	Ball	Half Bright	Good as New	115 00	90 00

TRICYCLES.—One Victor Tricycle, new this season, 1883 pattern, excellent order, \$100.00. One Premier Tricycle, new this season, excellent order, \$100.00. One Columbia Tricycle, new this season, excellent order, \$115.00.

AMERICAN STAR BICYCLES.—We have a complete stock of new 51- and 54-inch American Star Bicycles which can be delivered at the list price on receipt of orders. We also have a fair assortment of new Crank Machines.

We should be pleased to give a full description of any of the above Machines upon application. A Complete Stock of Bicycle Sundries constantly on hand.

# THE \* AMERICAN \* BICYCLE \* COMPANY,

M. D. GILLETT.

Springfield, \* Mass.



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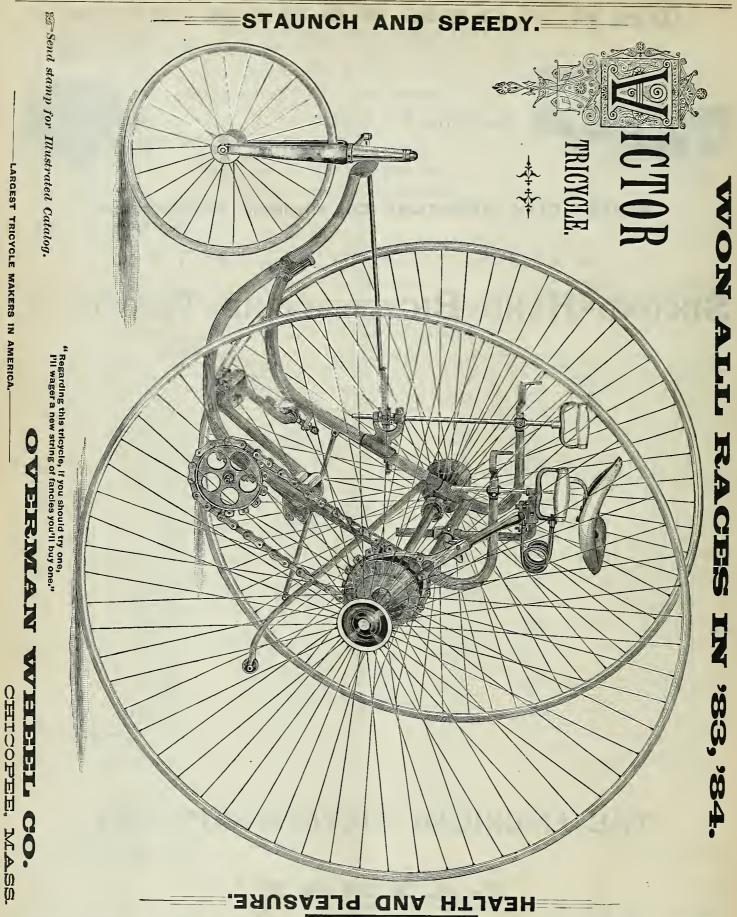
 In the Boston Tournament, September 26-29, ROYAL MAILS

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won 13 of the 20 Races!

# THE ONLY AMERICAN WHEEL HOLDING A WORLD RECORD!

The Two-Mile Tricycle Race at the Springfield Tournament was won by E. P. Burnham on a VICTOR TRICYCLE (Light Roadster) in competition with Chambers, Gaskell, and Illston, of England, riding three of the lightest and fastest of all Racing Tricycles made in England. Winner's Time, 6 min. 27 sec., which is the record for the world.



# SPRINGE SPECIAL PUBLISHED MORTHBLY.

PRESS OF SPRINGFIELD PRINTING COMPANY.

Vol. II.-No. 7.

SPRINGFIELD, MASS., NOVEMBER, 1884.

PRICE 5 CENTS

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ON THE ROAD.

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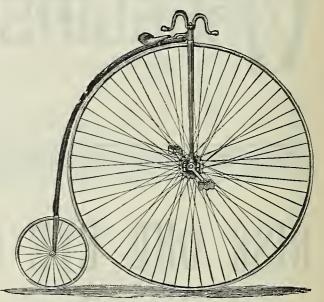
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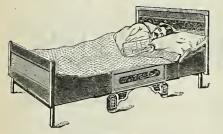


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# THE SPRINGFIELD WHEELMEN'S GAZETTE.

A JOURNAL OF CYCLING. PUBLISHED MONTHLY.

Vol. II.-No. 7.

SPRINGFIELD, MASS., NOVEMBER, 1884.

PRICE 5 CENTS.

### Terms of Subscription.

One Year by mail, post-paid, -	-	-	- 50 cents
Six Months " -	-	-	- 25 "
Clubs, entire membership, per year,	-	-	30 cts. each
Foreign Subscribers,	-	-	4 shillings

HENRY E. DUCKER, - - - Editor and Manager.
CHAS. A. FISK, - - - Treasurer.

Communications must be in not later than the 20th of each month, to secure publication for the following month.

Address all Communications to The Springfield Wheel-MEN'S GAZETTE. Make Checks and Money Orders payable to Chas. A. Fisk, Treasurer.

Entered at the Post-Office, Springfield, Mass., as Secondclass Matter.

### CIRCULATION 10,000.

### OUR TOURNAMENT ABROAD.

To confirm what we have heretofore said regarding the advertisement which our bicycle tournaments have given to this comparatively small interior city of Springfield, we have only to refer to the English cycling papers of the dates closely following the date of the tournament. Both the Cyclist and Wheeling received full and very correct reports by cable and published them in their editions of September 24. The Cyclist claims to have spent \$150 for this dispatch and Wheeling's bill was probably as much. Subsequent reports received by mail occupy several pages, and in comparison with the reports given of other tournaments, that of the Springfield meet indicates that it was regarded in England as a matter of international importance. Naturally the English papers feel happy over the large number of prizes won by Englishmen, and the remarkable records made here, but they confess that the Americans proved to be foemen worthy of their steel. The Cyclist says :-

This meeting seems to have fairly brought out quite a host of latent talent amongst the American riders, and it was just as well for England's credit that some of her really first-class men went over.

The cable seems to have been somewhat extravagant in its report to Wheeling of the numbers of people on Hampden Park, giving them as follows: "Tuesday, 45,000, Wednesday, 60,000, Thursday, 55,000, Friday, no less than 80,000," and it is not to be wondered at that the success was regarded as stupendous. Regarding the efforts of the Springfield Club, Wheeling says: "Well do they deserve their motto of 'We take the lead, let those follow who can.'" In addition to the reports given abroad it appears from our orders for the October number of THE WHEELMEN'S GAZETTE that all the information possible regarding the tournament is desired. There is scarcely a part of the world where men speak the English language to which we have not sent copies of the GAZETTE containing the record of the tournament. Perhaps this sounds a little boastful, but it is nevertheless true. Springfield is known where it never was known before for any reason, as the great cycling center of America.

### GEORGE M. HENDEE.

The grand army field day at Springfield, Mass., October 16 and 17, was a notable one for cyclers, the announcement having gone forth that Champion Hendee would attempt to break the one-mile record of the world. Mr. Hendee, who had been steadily improving since the September tournament, and who was never iu finer trim, felt confident of accomplishing the hard, and seemingly impossible, task. Hendee's courage was equal to the task, had the elements been favorable in the least. But with a cold, raw and windy day the feat was nigh impossible, the wind blowing about twelve miles an hour placing the record out of his reach. The riding was wonderful, when the conditions are considered, but notwithstanding all of this, George M. Hendee succeeded in placing the one-quarter and three-quarter mile record of the world to his credit. The riding was done under the rules, and on the new half-mile track used during the September tournament. The quarter-mile was done in 38 1-5, beating the record, the halfmile, in 1.20; three-quarters, 1.59, beating Sellers's time 2-5 of a second, and the mile in 2.42 4-5, a very creditable performance, and one worthy of George M. Hendee. The officials were: M. D. Gillett, referee; George Warwick and Reuben Chambers, of Birmingham, Eng., judges; Charles E. Whipple, starter. Timers, George E. Robinson and William Marsh, of Springfield.

# SPRINGFIELD'S SUCCESS.

In matters pertaining to the wheel, Springfield undoubtedly leads the world. The Springfield Club is one of the best known of clubs; its achievements are telegraphed to all parts of the globe where the Anglo-Saxon race exists; the illustrated press devotes its pages to illustrating the most important features of our race meetings, and the success of the club is wondered at on all sides.

For three years Springfield has held the championship of the United States, and to-day George M. Hendee stands without a peer in the United States, if not in the world. His recent wonderful performance shows what he is capable of when in good health, and free from bodily injury. The Springfield Club also contains three other good racing men, Charles H. Parsons, Frank M. Westervelt, and Eliot Norton, with three out of the four men who can do a mile in 2.41 1-2. It is doubtful if a club in the world contains three men who are capable of beating Springfield's team. Now that our racing men are at leisure, fancy riding comes into play, and even in this, we have one who can compare with the best, Master George Nash, only sixteen years of age, and a marvel at fancy riding; in fact, he does all anybody can or does do, besides many tricks of his own. Master Nash, being in so great demand, decided last fall to become a professional, and has since been receiving a large salary to travel.

In a modest way, the Springfield Club, in the

spring of 1883, decided to issue an *cight*-page paper to advertise their forthcoming meet, but, like everything else we undertake, it, too, was a grand success. The first number contained sixteen pages, and 6,000 copies were issued; number five, or the August number, contained twenty-four pages, and 20,000 copies were issued; with number six the volume closed, *sine die*.

Then came a strong demand to continue the paper as a permanent monthly or weekly. Kind words from wheelmen poured in upon us, till we came to believe that the paper was wanted to fill a vacant spot in cycling literature. In response to the repeated demands and urgent requests of our friends, THE SPRINGFIELD WHEELMEN'S GA-ZETTE resumed publication in May. Our first step was to procure new type, a finer and better paper, and to-day we issue, without a doubt, a cycling paper that for typographical appearance beats the world. But this is not all. The demand for the GAZETTE has far exceeded our most sanguine expectations, and to-day 10,000 copies will not supply the army of wheelmen who are enrolled on our lists.

Since the September tournament the new names enrolled on our books have averaged nearly 1,200 a month, and it is only with this generous list of names that the publishers can afford to offer the GAZETTE at so low a price. We gave this summer as many as 44 pages in a single issue, and again we beat the world, first, by giving the best paper for the least money; second, by having a circulation of upwards of 10,000 copies per month, or more than any two cycling papers published. It is the aim of the GAZETTE to go to the homes of 20,000 wheelmen at each issue, and at present rate the mark will be reached by February 1, 1885. We have set the pace, let those follow who can, and our record must be 20,000 copies per month.

# RIGHTS OF PEDESTRIANS.

Charles McKnabb, an employe of the bureau of printing and engraving at Washington, was recently put on trial in the police court of that city, charged with assault, in running his bicycle against Prof. A. Cammack, who was knocked down, bruised, and badly shocked. It appears that there was quite a crowd crossing the street, and that McKnabb was doing his best to get through, ringing his bell all the while. The defendant said that he was surrounded by the crowd as he was passing, and that he did not see Prof. Cammack before he struck him. The judge said it was evidently an accident, as no malice was shown, but it was the result of negligence. The question was, "What is negligence?" A bicycle is an unmanageable vehicle, especially in a crowd. It cannot be navigated like a horse. The proper thing to do would be to get off the vehicle and wait until the crowd passed, as the machine cannot stand still without the propeller alighting. "The defendant," said the judge, "had the same rights as pedestrians, but he ought to have stopped

his vehicle," and he fined McKnabb one dollar, enough to vindicate his idea of the law.

We think that courts, in this country, a good deal more than in England, have been inclined to give wheelmen their full share of rights, and in this case the ruling of the judge seems very proper. It is annoying, perhaps, to dismount in order to avoid a collision with a pedestrian, but it is the safest thing to do, if the wheelman is in doubt as to whether he can pass safely.

### NEVER TOO OLD.

The old bachelor with a torn pair of trousers, that got up that oft-quoted proverb, "Never too old to mend," lived long before our day. If his life had been prolonged till the present, he would probably have made a new discovery, and evolved something like the following: "Never too old to become a wheelman." Last month we printed a note from an aged Frenchman, giving an enthusiastic account of his exploits on the wheel. Since then we have heard of several old gentlemen who have taken to the tricycle, and find that they can get quite as much pleasure out of it as the young folks. A New Haven paper tells of a man eightytwo years of age, who was seen riding a machine in the streets of that city, much to his own amusement, and to the astonishment of many who saw him. Major Knox Holmes, an Englishman, 72 years of age, recently rode a ten-hour race on a tricycle, against G. L. Hillier, ex-champion bicyclist of England. The latter gave the old gentleman forty-nine miles start, but could not beat him. The major did not stop till he had covered 72 miles, and then for only five minutes, and did not stop again till he had completed his ten hours, when he had made 115 miles, 260 yards, against Hillier's 146 miles, 250 yards. There is not the least doubt but that the tricycle can be ridden with comfort and ease by old gentlemen of tolerable friskiness, and perhaps a little exercise of the legs in this way would do a good deal to keep off the rheumatism, gout, and other troubles.

# OF WHAT USE ARE CLUBS?

Of what use? why, bless you! just run across me unawares some dark night at a particularly lone-some spot, and if the concussion doesn't impress your body with conviction, why, I'll—

This, however, is not the style of club I refer to, but another which, by the united efforts of its members, may seek, yes, and prove able, to divert the attention of troublesome characters on public highway, and private lane, from that peculiar annoyance and subjection to which wheelmen are more or less exposed.

Take wheelmen individually, and the mature class are representatives of the higher grade of social and civil life, yea, the more advanced, the better educated a man be, in his selection for outdoor recreation, he accepts the wheel, and why? Riders need no explanation; they have been told, and afterwards experienced, the exuberance of spirits, and even development of muscle, which naught but an occasional dash on the wheel can produce. And, again, cycling demands a change of costume, an apparel that will not retard the free movements of the limbs.

As for the minor class, they are but successors to the mature. Now take such excellent material, band it together as a club, and you have an organization which has it in its power, both intellectually and financially, to demand for its members protection, and secure for them the legislation of

laws, to which all law-abiding citizens have a just claim.

As a general rule eastern wheelmen enjoy better protection than do those of the western fraternity. I particularly remember some time ago, on attempting to coast down quite a long stretch of smooth, narrow roadway, of considerable decline, suddenly becoming aware of the intentions of an approaching wagoner, in the rear, to run me down. No friendly warning had been extended, and, owing to the abrupt descent on each side of the road, and the close proximity of the rapidly approaching vehicle, there was no escape offered by dismounting. My only salvation lay in distancing my pursuer until a turn in the road presented an opportunity of escape. A bona fide race for life it was to me, I assure you, and that I escaped safely I have only the maintenance of a steady nerve and the implicit reliance reposed in the mechanism of rubber and steel I bestrode to

I'm a tolerably large man, but my assailant was larger, so I thought discretion to be the better part of valor and allowed him to pass on unmolested. A neighboring magistrate was appealed to, but alone and unaided my complaint availed me nothing. Had I, however, at the time the advantages of an influential organization's support, my gay charioteer would now be enjoying the benefits of a certain public institution, where such creatures as he are held in so high regard that a numerical system of numbers is in force to designate the different characters, in place of names.

Now for an instance where there was a club. The legislature of our neighboring State, Kentucky, a year ago enacted a law prohibiting the riding of bicycles within the limits of Kenton county.

Here was a dilemma; the Kenton Wheel Club—as fine a little organization as was ever effected—denied the use of its wheels on its own grounds! Never! The matter was taken up, and by their unstinted and combined efforts the abolishment of the obnoxious law was secured.

Give ear, ye solitary wheelmen, and bind yourselves together. If riding alone has given you enjoyment, increase that pleasure tenfold by having associates.

You wheelmen of the north and south, the east and west, do as do we in this grand central State of Ohio,—form clubs,—and accept as yours, our glorious motto:—

United we stand, Divided we fall.

WILLHELM.

The Kenton Wheel Club, of Covington, Kenton county, Kentucky, just across the Ohio river from Cincinnati, numbers among its attractions:—

A club cat,
A club hustler,
A club slugger,
A club liar.

Great Cæsar! A club liar—to tell lies for the whole club, and at this season of the year too, when long runs and fast riding fables are just ripe.

Git thee! wheelman, git! Knowest thou not that in the land of Cincinnatus, there reigneth supreme a tribe of cyclers, who, verily, it is said, each one thereof spake naught but falsehoods, yea, they all lie for themselves—when they take a header.

The Washington track is to be remodeled; the corners will be properly curved and raised, and a clay surface put on a la Springfield.

# . Correspondence.

# FOR THE GOOD OF CYCLING. HARTFORD, October 19, 1884.

Editor Springfield Wheelmen's Gazette:-

Although there is nothing especially noteworthy in the aspect of cycling matters in Hartford just now, and our wheelmen are naturally talking more of what was than of what is to be, there is nevertheless great evidence that late brilliant race meetings have added much to our popular interest in cycling, and given fresh impetus to the cause of the wheel in this vicinity. The free discussion of cycling matters by our newspapers, and the presence of so many notables in our midst at the time of our tournament introduced the wheel to our citizens in an entirely new light, and I think Hartford has made greater progress in wheelology during the last two months than in the preceding two years. Cyclists are regarded with a kindlier manner, and I verily believe that our most obdurate teamsters ungrudgingly allow passing wheelmen a far larger portion of the roadway than they would have done a year ago; all of which shows that tournaments are useful in other ways than in the breaking of records and the making of money.

Surely we of the Connecticut Club are happy. While we rejoice with our Springfield brethren over the successful issue of their great meet, we are firstly given to jubilating over our own affair, which you may remember we promised to make the greatest one-day's tournament ever held in America, and we have a profound impression that the promise was fulfilled; indeed, general outside comments have been so flattering, and so much space has been given by the cycling press to the "Hartford track" and "Sellers's 2.39," and our good management has been so highly complimented, that - well, we are modest, and proof against vanity, otherwise we would doubtless have fallen into that egregious error long since. I will not enter into the details of our success further than to say that we look upon the result of our efforts with great satisfaction; that we heartily enjoyed having with us so many wheelmen from other cities, whom we thank for their attendance and cordial support of our enterprise; that our records, showing figures unheard of up to the day of our meet, were a series of surprises which gave us joy unspeakable: that the fact that the amateur record of the world was made at Charter Oak Park, cannot, we believe, fail to make it a very attractive place for future cycling events; and that, lastly, but by no means leastly, we have a well filled "bar'l" in our treasury to which, to use a favorite expression of a certain eminent statesman, "we point with pride." The success of the meeting having been largely due to the untiring labors of the chairman of the club's racing committee, Mr. George H. Burt, it has presented him with a token of its appreciation of his efforts, in the shape of a costly and elegantly framed etching, and has also forwarded to Mr. Sellers in England an elaborate and suitably inscribed gold medal in commemoration of his having made the world's amateur cycling record at Charter Oak Park.

Now that the tournaments are ended, and the season nearing its close, would it not be well for us all to follow the advice of some of our editorial brethren in the matter of devoting our moods of reminiscence and retrospection to a careful consideration of past action, with a view to picking out the flaws, and leaving as few of them as possible to stand in the way of future improvement,

and I trust I shall not be accused of "kicking" too vigorously, if I venture to add a word to what has been so ably said by others concerning the injudiciousness of devoting our entire efforts to the subject of racing and race meetings. For every racing man we have at least fifty who do not race, and who are waiting and hoping for the time to come when the recognition of the wheel as a vehicle for purposes of business and pleasure shall result in its use by every able-bodied man, and in an improvement in our roads for its especial accommodation. That tournaments are a wholesome stimulant to the "cause" at large I have illustrated at the beginning of this letter, but if threefourths of our cycling literature and conversation is based upon a foundation of cinder tracks and twenty-two pound machines, I fear that in public estimation the wheel as a form of apparatus for athletic training will get far ahead of the wheel as a practical road vehicle, and that the era of its universal recognition, as such, and of improved roads will be longer in coming than it would if the ideas we place before the public savored more of road riding.

Also I would suggest that far too much "gush" finds its way into our cycling publications. Shade of Shakespeare! what sonnets have I seen which not only disgraced our noble sport by their sickly sentimentality, but which showed the wouldbe poets to be blissfully ignorant of the simplest rules of syntax and prosody. Much of our prose, too, is far too sentimental to be of any real usc, and not a little would be gained by removing most of the "steely steed" and "glistening wheel" business, and devoting the same space to good common-sense articles on practical cycling. I would not say a word against treating the wheel poetically, and have read and remember with pleasure much excellent work of the kind, but I do object to the publication of a great amount of unmitigated trash, on the ground that it will have a tendency to bring upon us the contempt of every thinking man outside of our fraternity who chances to read it.

Further, I would recommend all wheelmen, and our New Haven friends in particular, to turn yet again to the October number of the GAZETTE, and make the article entitled "Our English Visitors" the subject of careful reading, pondering, and consideration. Although the members of the New Haven Club individually cannot be held responsible for the disgraceful scenes enacted at their races, it seems that they should have done more to prevent them. Granted that Sellers fouled Hendee-though it was doubtless unintentional -the treatment he was subjected to was little short of brutal. He was a stranger, in a strange land, entirely unused to our ways and manners; his splendid work at Hartford had been greeted with almost an ovation, and he had been used very courteously in Springfield, the home of Hendee; and is it a wonder that, when surprised, indignant, and exasperated by the jeers and taunts of the New Haven crowd, he lost his head in trying to pass Hendee? And to make matters worse, there appeared in a New Haven paper of the following morning, the most manifestly unfair and dishonest report of the affair imaginable.

All the Englishmen I have ever seen visiting this country, from Matthew Arnold, philosopher, down to Charley Mitchell, slugger, have shown a certain self-assertive manner of speech and action which we are apt to set down as conceit, pure and simple, but which I think is, in reality, a national

trait, incorporated into their being by nature, and for which as individuals they can hardly be held responsible; and if we overlook this one apparent defect, we are apt to find them very good fellows. Let us *all* use them well when they come again.

H

### MAINE'S FIRST MEET.

BANGOR, ME., Oct. 24, 1884.

Editor Springfield Wheelmen's Gazette:-

Wednesday, the 22d, the much talked of tournament of the Pine Tree Wheel Club came off, and was a perfect success, the day being fine, with the exception of a very heavy wind, which made the time of races much higher than would have been otherwise.

At 9 A. M., the club, accompanied by Mr. Frank A. Elwell, C. C. L. A. W., for Maine, and Mr. L. J. Carncy, of Portland, made a run to Pushaw pond (6 miles), preceded by a parade through the principal streets of the city. In the afternoon a race meeting was held at Maplewood Park, including the following races:—

One-half mile, best two in three, won by C. S. Maynard; time, 1.47; F. B. Cutler, 2d; time, 1.48; 1-2 mile time race (3 minutes), won by Clayton Crosby, in exactly three minutes; 1-nile handicap, won by Frank L. Goodwin, in 3.45 from scratch; 75 yard slow race, won by O. B. Humphrey, in 2.52; 1-2 mile boys' race, won by John Holt, in 2.46. Mr. F. A. Elwell acted as referee, Mr. C. C. Skinner, as judge, Geo. O. Hall, as time keeper. The races passed off pleasantly, and were much enjoyed by the audience.

At 8 P. M. the members and invited friends met at the new rooms of the club in Kenduskead block to witness the dedicational exercises. The following was the programme:—

Prayer by Rev. Mr. Harriman; music, P. T. W. C. Octet; remarks by President Maynard; song, Miss Leavitt; secretary's report; cornet solo, Mr. Ed. Adams; address by Hon. John L. Crosby; duet, Miss Ross and Mr. Boyd. After these exercises were finished, an informal reception was held in the elegant parlors of the club, and an cn-joyable dance took place in the main hall.

The club wishes to extend thanks to the two wheelmen, of Portland, for their kindness in adding to the interest of the day, and for valuable suggestions as to the carrying out of the races at the park.

The rooms of the club have been fitted up in elegant and artistic style, and seemed greatly to delight all visitors. The general harmony of the furnishings are due, to a great extent, to the artistic direction of the secretary, Dr. J. E. Young, and the thanks of the club are extended to him. Taken as a whole, the day was a grand success, and the club feels proud of this, the first meet of wheelmen held in the old Pine Tree State.

ROLLO RAMBLER.

FARIBAULT, MINN., October 24, 1884.

Editor Springfield Wheelmen's Gazette:—

The lady bicyclist, Miss Annie E. Sylvester, gave a very graceful exhibition of fancy riding at our roller rink on the evening of October 20. A large crowd of spectators, among them being most of our local wheelmen, witnessed her performance. The feats she performed created quite a commotion amongst our fancy riders, one of whom, at least, is already endangering his neck, trying her tricks. Among her most difficult movements

were the following: Placing the machine on two chairs and mounting without help, riding on one wheel, jumping both wheels clear of the floor, standing still and removing a cloth from the axle of each wheel without leaving machine, standing on machine, as it lies on the floor, picking up, mounting and riding off, and many others. She rides a fifty-inch Expert.

Cold weather is coming on and our wheelmen ride through the streets as though they had an end in view.

HILL CLIMBER.

Passaic, N. J., Oct., 1884.

Editor Springfield Wheelmen's Gazette:-

I notice, while looking over the columns of your paper, a great deal said about the benefits accruing to the male sex from bicycle and tricycle riding, but there seems to be little or nothing said in reference to the benefit to the other side of the house.

Now in this country of equal rights I do not sec why the women should not have a show in this line of sport and health giving and muscle producing exercise.

What this country needs, more than any one other thing, is healthy women who will be healthy mothers bringing forth healthy children, and anything that can be brought about to produce a better condition of things should be pushed for all it is worth.

I, myself, am a man of family, and when I go out for an afternoon or evening's exercise, I want to have my whole family in the company, and if the bicycle people will provide me with a suitable vehicle that will take the place of my family carriage, I want to purchase one right off.

I do not believe in this order of things, where the men go off by themselves and the women are left home alone. They have little enough opportunity to get fresh air, and every method that will benefit them should be advocated actively.

PHIL. PEPPERCORN.

Editor Springfield Wheelmen's Gazette:-

The members of the Brooklyn Bicycle Club assembled in full force on Saturday afternoon, October 4, in Prospect Park, Brooklyn, and a club picture was taken with wheels artistically grouped. Later a race was run over the Boulevard to Coney Island, five and one-half miles. Five members started: Spelman, Hawkins, Earle, Slocum, and Meeteer. Spelman came in winner in 23 1-2 minutes, Hawkins second in 23 3-4. A handsome medal was presented to the winner. Had the wind been favorable and the road in better condition the record would probably have been broken.

Messrs. Slade, Jones, Hawkins, Bancroft, Earle, and Weaks, of the Brooklyn Bicycle Club, made a tour on October 5, from Fifty-ninth street, New York, to Tarrytown, thirty miles, in three and one-half hours; crossed to Nyack and came home on the west side of the Hudson.

# LABOUCHERE HADN'T HEARD FROM SPRING-FIELD.

While scientists are striving might and main to fly through the air, our less lofty-minded bicyclists are attaining the art of volition upon the earth. Certainly the wonderful speed shown last week on the Crystal Palace path by English comes nearer to flying than anything else. The most wonderful record always seemed to me to be the five minutes, thirty-six seconds for two miles, made

some years ago by the Hon. Ion Keith Falconer, and I never expect to see it beaten very far. But here is a man who completes his two miles in four seconds less, and then proceeds eighteen miles further at top speed, the twenty miles being ridden in fifty-nine minutes, six and three quarter seconds, and a distance of twenty miles 565 yards covered in the hour. English is a North countryman, very much of the Cortis build, and has risen at a bound to the top of the tree, where he is likely to remain. He can certainly beat two minutes forty seconds for one mile.—London Truth.

# Among the Clubs. .

THE CONNECTICUT BICYCLE CLUB has recently had made a fine medal to be sent to England as a present to Sanders Sellers, who rode a mile in the unprecedented time of 2.39 at the recent tournament of the bicycle club. The club's badge is at the top, at the center of a gold bar, bearing the inscription "C. B. C., organized October 20, 1879, Hartford." In the center of the wheel is a single wing. Hanging from this bar by a gold chain on each side is the large badge. It is circular, and is inscribed, "To S. Sellers, Charter Oak Park, September 9, 1884. One mile, 2.39, lowering the bicycle record." Three wings are in the bicycle wheel, and at the hub is a solitaire diamond. At the bottom of the entire emblem is a laurel wreath of green gold, tied by a gold ribbon.

THE NORTHAMPTON BICYCLE CLUB had a road race the 25th inst., riding from Northampton to Springfield and return. The distance by Butcher cyclometer was thirty-three and one-half miles. There were four starters: E. E. Davis, C. H. Howard, L. L. Campbell, and W. L. Larkin. The riders were started ten minutes apart in the order stated. On reaching the North End bridge, in Springfield, Davis and Howard were just ten minutes apart, as when started. Campbell had gained two minutes on them, and Larkin had gained one minute on Campbell. Davis won the club championship, finishing in 3h. 26 1-2m.; Howard next in 3h. 49 1-2m.; Larkin third in 3h. 56m. Campbell was troubled with cramp in his left arm, and took it easy on the return trip.

THE BRISTOL BICYCLE CLUB held its first race meeting at Wheat Sheaf, on Saturday, October II. The day was pleasant, and the whole affair passed off pleasantly and satisfactorily, and was much appreciated by those in attendance. The interest manifested in bicycling in that vicinity is manifestly on the increase.

THE MASSACHUSETTS BICYCLE CLUB, at its monthly meeting, held October 7, considered the proposition to admit, without initiation fee, members of the late Boston Ramblers. Twenty-one names were proposed, seventeen of whom were admitted, and four blackballed.

THE WANDERERS' BICYCLE CLUB, of Toronto, Ont., held a very successful entertainment in the Granite Rink, October 10. The programme consisted of fancy riding, club-drill, gymnastics, clubswinging, and a bicycle tug-of-war.

THE CLEVELAND BICYCLE CLUB has presented W. H. Wetmore with an elegant chain and charm to go with the gold watch which "Will" won in the state fancy riding contest during the August meet.

THE SPRINGFIELD CLUB has recently hung in the club's rooms two fine large portraits of the

club's most ardent admirers, Mr. W. V. Gilman, of Nashua, N. H., and Mr. C. H. Potter, of Cleveland, O.

THE PLAINFIELD BICYCLE CLUB's annual dinner was up to the usual standard of this club. Twenty-scvcn members sat down to the dinner, and enjoyed a royal time.

THE BERKSHIRE COUNTY WHEELMEN are fitting up club-rooms in England's new block, with the proceeds of the recent successful tournament.

THE MONTREAL BICYCLE CLUB'S house cost \$28,000. The club has a membership of 103 active members, and 50 associates.

THE WHIRLING WHEELMEN, of Baltimore, Md., held their second annual fifty-mile race at Druid Hill Park, October 9.

THE STAR BICYCLE CLUB, of Washington, D. C., has adopted a neat uniform of brown cloth, with gold buttons.

THE MARYLAND BICYCLE CLUB'S new club-house will be, when completed, one of the finest in the country.

THE NEW ORLEANS BICYCLE CLUB is moving for new and more commodious quarters.

THE SCRANTON CLUB netted a handsome sum by its recent meeting.

### CLUB ELECTIONS.

BAY CITY WHEELMEN (San Francisco, Cal.)—Organized September, 1884.—President, Edwin Mohrig; vice-president, Geo. H. Day; secretary, W. J. Munro; captain, F. R. Cook; first lieutenant, Geo. R. Butler; second lieutenant, G. F. Booth; bugler, S. L. Hill.

CLEVELAND BICYCLE CLUB.—President, F. B. Stedman; corresponding secretary, C. W. Norman; recording secretary, F. S. Borton; treasurer, F. W. Douglass; captain, H. R. Payne; 1st lieutenant, T. S. Beckwith; 2d lieutenant, F. P. Root; bugler, C. H. Potter; quartermaster, Geo, Collister; executive committee, J. H. Wade, Jr., Fred T. Sholes, J. D. Pugh, Jr., F. B. Stedman, F. S. Borton, and H. R. Payne.

DARTMOUTH COLLEGE BICYCLE CLUB.—President, Goodenow, '85; captain, Wardwell, '86, Chandler scientific department; secretary, E. P. Pitman, '86; treasurer, R. W. Fairbanks, '88; bugler, Dow, '87, Chandler scientific department.

EUROTA (St. Louis, Mo.) BICYCLE CLUB.—President, Richard E. Perry; captain, H. C. Cranz; lieutenant, Geo. M. Francis; secretary, Arthur Young.

INDIANAPOLIS BICYCLE CLUB.—Captain, C. F. Smith; lieutenant, Wm. W. Workman; secretary and treasurer, W. E. Bryce.

LYNN CYCLE CLUB.—President, S. S. Merrill; vice-president, John D. Kimball; secretary, F. A. Lindsey; financial secretary, A. W. McKinney; treasurer, E. G. Gordon; captain, J. H. Schirman; first lieutenant, Joshua Johnson; second lieutenant, A. W. Fuller; color bearer, Asa Wendell; bugler, C. H. Field.

METROPOLITAN BICYCLE CLUB (Des Moines, Ia.)—President, John R. Clark; secretary and reasurer. C. B. Colby; captain, Geo. Kuhns.

New Orleans Bicycle Club.—President, E. W. Hunter; vice-president, F. M. Ziegler, Jr.; secretary, G. McD. Nathan; treasurer, L. E. Tyler; captain, Wm. W. Crane; first lieutcnant, A. P. Keaghey; second lieutenant, G. B. Lusk; guide,

C. M. Fairchild; club committee, E. W. Hunter, G. McD. Nathan, W. W. Cranc, C. H. Genslinger, and Q. Kohnke; house committee, Jas. A. Davidson, S. T. Pries, and H. A. Farrandon.

NONANTUM CYCLING CLUB.—President, Geo. F. Williams; vice-president, J. W. Fisher; captain, W. E. Wentworth; secretary, A. E. Vose.

ORANGE WHEEL CLUB (Orange, Mass.)—President, Warren M. King; captain, C. H. Shepard; lieutenant, W. E. Osterhout; secretary and treasurer, O. M. Hapgood; bugler, Georgie Andrews; executive committee, M. O. Simonds, F. E. Dewey, A. G. Thayer, and George M. Pratt.

PINE TREE WHEEL CLUB (Bangor, Me.)—President, Chas. S. Maynard; vice-president, Walter R. Roberts; secretary, J. Edson Young; treasurer, Frank L. Goodwin; captain, Fred B. Cutler; first lieutenant, O. B. Humphrey; second lieutenant, C. L. Crosby; third lieutenant, W. B. Goodenow; bugler, Geo. E. Boyd.

THE BURLINGTON (Wis.) WHEEL.—President, Jos. Auld; vice-president, W. K. Menns; captain, Geo. Styles; first lieutenant, V. Whitcomb; second lieutenant, John Storrs; secretary, Charles Palmer; treasurer, Geo. A. Pope; bugler, L. X. Freman.

THE MERCURY WHEEL CLUE, (Mansfield, O.)—President, Hicks Brown; secretary and treasurer, W. E. Sawin, Jr.; captain, F. L. Casselberry.

TORONTO (Can.) WANDERERS.—President, T. II. Robinson; vice-president, Jas. George; captain, H. P. Davies; first lieutenant, G. H. Orr; second lieutenant, D. W. Duff; third lieutenant, J. Rogers; secretary and treasurer, C. H. Riggs; bugler, W. G. Hurst.

# Rews Rotes.

Cycling is booming in New Orleans.

Mr. H. C. Finkler has given up racing.

Pitman is in his second childhood of cycling.

A new hero. See the GAZETTE for December.

John Brooks has joined the professional ranks.

The Kangaroo is the name of a new safety bicycle.

There are about three hundred wheelmen in Minnesota.

There were no Star machines at the Boston tournament.

The Boston and Albany Railroad refuses to carry tricycles.

George D. Gideon holds his ground on that errand boy question.

The coming safety wheel for fat men, old men, etc., is the Kangaroo.

A bicycle and tricycle parcel delivery has been started in New Zealand.

Give Hendee a mark and he will go below it every time, when in health.

Philadelphia bicyclers cannot ride more than two abreast through their park.

Chicago has a live bicycle organization known as the Dearborn Cycling Club.

Who says the Star is not a good road machine after the Boston 100-mile road race?

CAPITAL LETTERS.—Those received daily containing subscriptions to the GAZETTE.

There is much growling at Boston because the Boston & Albany Railroad refuses to carry tricycles.

F. R. Cook, of San Francisco, is 22 years of age and not 18 as the September GAZETTE made him.

The fine clay track of the Springfield Bicycle Club has rather knocked the conceit out of cinder paths.

An anxious inquirer asks: "Where is the best place to ride a bicycle?" On the saddle, my dear friend.

Prince says he is willing to race Woodside or any other man living for any amount and distance.

The Sporting Journal is publishing the history of bicycling by S. A. Miles, in weekly installments.

The Howe Machine Company received a gold medal at the Teplitz exhibition for bicycles and tricycles.

A state division of the L. A. W. was formed at Rutland, October 22, at a meeting called by the chief consul.

The French bicycling championship will be ridden at Bordeaux, and the tricycling championship at Agen, next year.

Minneapolis is to have the coming season a first class bicycle track, and expects to eclipse Chicago in matters bicycular.

Wing Hing, of Cedar Rapids, Iowa, rides a fiftyinch bicycle and wears his full Chinese costume when aboard his wheel.

Zacharias & Smith have introduced a new step for the Star, which is a great improvement, as all danger of slipping is obviated.

Prince's victory over Howell is somewhat of a surprise to Englishmen, but the time, 2.39, shows there was no skulking on the road.

President Beckwith took a tumble from his machine in New York the other day, receiving injuries that confined him to the house.

The *Cyclist* is out with an editorial condemning the practice of having 100-mile road races open to one particular make of machine only.

Twenty-four of the Bay City Club went to Santa Rosa, Saturday, October 11, and enjoyed their trip very much, returning late Sunday afternoon.

The Mirror of American Sports says: "THE SPRINGFIELD WHEELMEN'S GAZETTE is a publication of great influence among bicycle riders."

It is mentioned as a big thing in England that the autumn meeting of the Surrey Bicycle Club brought together no less than 10,000 spectators!

The October issue of *Outing and Wheelman* is one of the best, and contains a well written article on the Hartford and the Springfield tournament.

In the 100-mile road race of the Boston Bicycle Club the Star was first with the young and plucky Webber, who is only eighteen years old.

The Olympic Club, San Francisco, will hold its regular Thanksgiving day races at the new grounds, where F. R. Cook will lower the mile record if it will give him a show.

What Burley B. Ayers says must be so. In speaking of the new American saddle made by Bull & Haynes, he says: "It is the easiest saddle I ever rode."

A correspondent suggests that the Overman Wheel Company wager something else besides "a

string of fancies," and then they might obtain some takers.

Write A. G. Spaulding & Bros., for full particulars of that wonderful wheel called the Kangaroo, the holder of the one hundred mile road record of the world.

A negro thief, of Columbia, S. C., was pursued by bicyclists and overtaken, but before the wheelmen could dismount, he leaped over the fence and made good his escape.

THE WHEELMEN'S GAZETTE for December will contain an elaborate article on cycling in Europe, for 1884, written for the GAZETTE by one of England's foremost writers.

No man is safe from an attack of the wheeling fever. Charles Sawyer, of Colebrook, 82 years old, went to New Haven for a visit and has learned to ride a tricycle.

The interest in the Springfield tournament and the riders present may be judged by the fact that the *Cyclist* and *Wheeling* had special cablegrams, giving full accounts of the races.

Several ladies' bicycles have been invented in England, and, as the tricycle has become very popular with the ladies, it is expected that they will soon take to the double wheeler.

A. G. Spaulding & Bros., of Chicago, will have the exclusive control of the Kangaroo for the United States, and not Stoddard, Lovering & Co., as announced in the October issue.

There is no reason in the world why American mechanics cannot make as good bicycles as the English, and they will beat them, only give them time enough. Rome was not built in a day.

The wheelmen may now look for a judicious legislation of the racing rules, as Mr. Abbot Bassett has been appointed chairman of the L. A. W. racing board, vice George D. Gideon, retired.

The records at Fairmount Park, Philadelphia, show that during the past month the park was visited by over half a million of people, and among these over 5,000 were mounted cyclers.

A negro witness in Macon, Ga., testifying in a bicycle case, gave this as the result of his observations: "If you ride slow you turn over yourself; if you ride fast you turn over somebody else."

Dan Canary gets a larger salary with the Girard-Vokes Combination than Uncle Sam's postmaster in New York City, who receives \$6,000 a year. Who says it don't pay to be a bicycler?

The officials of the L. A. W. can learn a point in furnishing an official organ to L. A. W. members, by procuring a copy of that excellent gazette, the *Canadian Wheelman*, as a standard to go by.

The Connecticut Bicycle Club has presented George H. Burt, chairman of its racing committee, a handsome etching in appreciation of his untiring work in making the recent races of the club a success.

The San Francisco Bicycle Club has made some desirable changes in its rules, and also changed its uniform; the new uniform consists of black stockings and helmet, dark blue knickerbockers and jacket.

Hendee is not yet to be laid on the shelf. Oh, no! his attempt to beat the mile record was a heroic effort, and the weather was such that the professional champion, J. S. Prince, did not care to ride.

The new athlete grounds at Eighth street, be-

tween Market and Mission streets, San Francisco, are being put in condition as rapidly as possible; there will be a six-lap cinder track, and a 100-yard foot path.

In a recent canvass of wheelmen from Maine to California by the GAZETTE, we find that the Columbia machine, Standard and Expert excel all others combined, which speaks well for the old reliable Columbias.

A. G. Spaulding & Brothers' four-story building at Chicago was burned to the ground Sunday, October 26. Loss, \$90,000. This firm was one of the most enterprising dealers in sporting goods in the United States.

The London Sporting Life contains the following notice: "R. James, of Birmingham, wishes to return thanks to the Springfield Bicycle Club for the kind manner in which he was treated during his stay at Springfield."

Six members of the Bay City Wheelmen accompanied the Plumed Knights to San Jose to attend a torch-light procession, September 27, and returned the following day.

What one of our advertisers says in response to a recent error in his ad in the GAZETTE: "We know that the GAZETTE is read, because we have had to explain and explain again that the difference in price was your error."

George P. Bastian, of Brentwood, Cal., contemplates making a bicycle tour from San Francisco to the East and return, passing through California, Oregon, Idaho, Wyoming to New York, and back via New Orleans, Texas, and Mexico.

THE SPRINGFIELD WHEELMEN'S GAZETTE wishes to return its most sincere thanks to those wheelmen who so kindly assisted us in the recent canvass of wheelmen in this country. The result has more than warranted the outlay.

One of the important features claimed for the new American saddle of Messrs. Bull & Haynes is that they adjust themselves to the rider in going down hill by throwing the weight of the rider back; in going up hill the reverse is claimed.

"About three hundred members of the late Ramblers have applied for admission to the Massachusetts Bicycle Club." The above item has been going the rounds of the sporting press. It is only a mistake of a cipher, and should be 30.

Mrs. Belva Lockwood will never do for President. She says she has been riding a bicycle for three years. As every body knows that it is a tricycle she rides, it is evident that she is not sufficiently posted to run the government machine.

The Canadian Wheelman hits the nail on the head with more truth than poetry, when it says: "Talking about the Springfield meet, how natural it has come to be to think of it as a fixture! There would be a big hole in the bicycle calendar if the Springfield meet should drop out."

Now we can do a little crowing. In Hendee's quarter we have a record made by an American on an American track which beats the world. Let the good work go on.—Bicycling World. What have we been doing the past three years, Brother Bassett? We could have crowed but our well known modesty forbade.

The suit brought by Mr. Crosby against Mr. Sommer, of New Haven, Ct., to recover \$100 for the loss of a bicycle wrecked by the defendant driving into it last June, was on October 3 decided by Judge Studley in favor of the complainant.

The judgment was for the full damages claimed and \$10 costs.

Another bold wheelman, George P. Bastian, of Brentwood, Cal., proposes to ride his bicycle across the country through California, Oregon, Idaho, Wyoming, and so on to New York, and thence by way of New Orleans, Texas, and Mexico.

Lady tricycle riders should be careful to see that their chain gear is covered with a good dress guard. A couple of serious accidents recently happened in England to ladies while coasting down hill, by their dresses catching in the chain gear.

H. M. Farr, of Holyoke, Mass., was in Brattleboro not long since on his tricycle, and was accompanied to Hinsdale, N. H., by a member of the local club; the sight of his trike caused many to turn and look, being somewhat of a novelty in that region.

R. James, of Birmingham, hearing that John Keen has challenged any man in the world to ride a Safety bicycle, will ride Keen any distance he likes for £25 or £50 a side, on any fair track, in a month or six weeks from signing articles, James to ride a Kangaroo.

In regard to the Bicycle Rifles inade by J. Stevens & Co., the only objection to them is said to be that they shoot so well, and are so handy to carry about, that every wheelman wants one, and the makers have had to enlarge the factory and work nights to supply the increasing demand.

The Coventry Chair is one of the most comfortable looking machines imaginable. It is a tricycle with an easy willow chair between the large wheels and the front steerer. The driver sits behind and can propel the thing with a full sized man aboard, at the rate of eight or nine miles an hour.

The Coventry Chair is the latest on wheels, being an invalid's chair with driving attachment a la tandem. One of these chairs with a passenger weighing one hundred and eighty pounds was driven from Coventry to Birmingham and back, thirty-five miles, in four hours and ten minutes.

Chambers says it is our clear air that makes it possible to make fast time, and he predicts that America will leave England far behind in records at a very early date. He tells the World that after a hard race in England, he is completely "done up," but here he feels it only in his legs.

The Amateur Athlete, as a paper, is first-class, and well worth the price asked. But the Cyclist. Edition, which is mailed L. A. W. members,—phew! it is an insult to the intelligent wheelmen who comprise the L. A. W. But, then, it is what they pay for, what they asked for, and what they get.

Bicyclers as a class are a set of men who do not indulge in the glass. But a typo who had imbibed too much says that the world on wheels has the following appearance: "Lisshhoouulldd tthhiinnkk tthhee mmaann wwhhoo sseett tthhiiss wwaass aa ddaammpphhooll oorr hhaadd bbeenn ddrriinnkkiinngg."

The Bicycling World would like to get up a subscription fund large enough to send two or three of our best amateurs to England to compete with English amateurs on their own ground, and if possible beard the lion in his den. We might wait and see if Sellers can repeat 2.39 on an English track.

Fred Jenkins offers a very sensible suggestion in the Bicycling World of October 17, to the effect

that a committee from the L. A. W. and N. A. A. A. meet for arbitration and settle the differences in the racing rules. It is hoped that the suggestion will be adopted as being for the best interest of both parties.

W. M. Woodside will leave for England about the first week in March, and will compete in all the English championship races, as well as in the Wolverhampton handicaps. This will be Woodside's first appearance in England as a professional. His last appearance in England was in 1882. John Brooks, of Blossburg, Pa., will accompany him.

Great men are sometimes like republics, very ungrateful, for instance:—

The Bicycling World seems to have resumed its old tactics in allowing the use of its columns to correspondents who are neither reliable persons nor truthful ones.—Wheel.

When we allowed space last week for two letters from the editor of the Wheel, we had no idea that he would use his own paper to refer to them in the above way.—Bicycling World.

Charles B. Keefer, aged six years and seven months, residing at Washington, D. C., is probably the youngest amateur bicyclist in the United States, performing various feats on the wheel with the utmost confidence; will coast long hills with feet over handle-bars, etc. Shall be pleased to hear from other bicyclists who are not as old as young Charlie.

The Kangaroo road race of 100 miles, starting on the Bath road, near Twyford, England, came off September 27, and was won by George Smith in 7h. 11m. 10s. This proved conclusively that the Kangaroo is a very powerful and fast machine. Smith only stopped once for refreshments, but carried some lunch with him. He had practiced on a Kangaroo one week.

Speaking of the editorial race that didn't come off at the tournament, a correspondent of the Mirror of American Sports says: "My opinion is that it would settle everything if the gentlemen would hire one of Fowler & Well's men and have their brains examined, and see which is the largest. I, wonder how long it would take to find Ducker's?" Ducker's brain seems to be an object of envy to some folks.

The post office authorities of England, have equipped a number of miniature vans to be worked by the ordinary tricycle mechanism. They are, like other vehicles of the post office administration, painted a bright red, and bear the inscription "parcel post." The tricycle vans are already found very economical and expeditious both in collecting and distributing in suburban districts, where the work is comparatively light.

The Brattleboro "Tramp" vouches for the following conversation overheard between two natives the other day:—

First N.—"Say, I hain't heard much lately about them ere bicycles they used to tell about."

Second N.—"Hain't? why, my brother went out behind our barn tother morning and shot six of 'em."

First N.—"Gosh, you don't say so!" And still we wonder at crime.

Sarah Bernhardt has at last got her name in with cycling, as the following yarn now going the rounds of the English press will show: While in England recently Sarah paid a visit to one of the great wheel manufactories of Coventry. While standing watching a workman busily polishing the spokes of future wheels she unconsciously leaned against the stack of those unpolished. The workman busy at his task seized her and was

about to put her through the buffing machine, when he discovered through her being less robust than a spoke who she was.

An English wheelman who had lost his way drove up to a Scotch farm-house and knocked at the door. A thin visaged woman put her head half way out and seeing the wheel said: "We hae nae shears to grind th' day," and slammed the door in the cyclist's face. He persisted in his attempt to get information but she only replied, "No th' day, no th' day." It is not singular that the fellows pestered the wheelman thereafter by calling him "scissors-grinder."

"It is mock modesty," says a Washington lady, "that prevents many ladies from riding the tricycle. Some of them say that a lady sacrifices her dignity when she gets upon a tricycle. I am sure I sacrifice no dignity when I ride my tricycle. Why, there is infinitely more dignity about a lady in a tricycle than a lady on horseback. If you don't believe it you watch the next lady you see taking a horseback ride. When a lady talks against tricycling either she is not able to get one or she cannot 'pull.'"

The new American saddle of Messrs. Bull and Haynes, is the acme of perfection in bicycle saddles. It has a steel frame in two pieces with adjustable screw to regulate tension, the spring frame adapting itself to every motion of the rider, and completely absorbing all vibration when riding over rough or paved roads. It will not gall or chafe. This saddle is also adapted to the Star; it is light, strong, and comfortable. Write to Bull & Haynes, 587–9 Main street, Buffalo, N. Y., for full particulars.

A new bicycle for ladies has just been invented, with some improvements which obviate some of the old difficulties. It is a geared-up safety machine, steering with the front wheel, and driving with the back, and entirely gets over the bugbear with previous ladies' bicycles—viz., the difficulty of mounting—as a light attachment is fitted which holds the machine firmly in an upright position both for mounting and dismounting, if desired. It is very light. The question will be asked in this country: "How can they ever do it?"

The statement in the September number of the GAZETTE concerning Mr. Finkler's wonderful ride contained a few inaccuracies that an eye witness has kindly corrected and sent us, which we cheerfully publish as follows:—

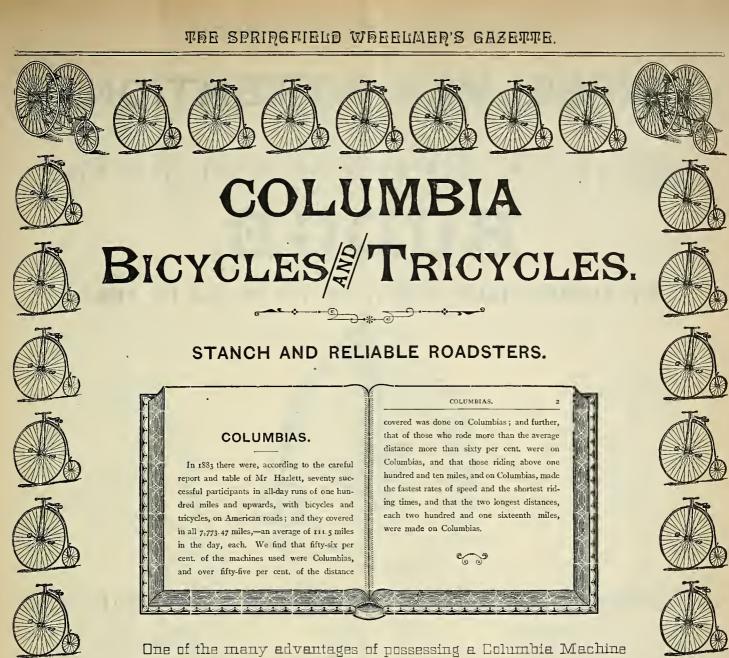
"After running into San Jose, a tremendous climb ensued, and although the roads were smooth at the beginning, their steepness soon became apparent, and had it not been for the lightness of the wheel (thirty-four pounds) the distance of twenty-five and one-half miles to reach an altitude of 4,440 feet in one and one-half hour, including numerous stops, the last six and three-fourth miles of which being 2,270 feet, could never have been accomplished." "The ride down the mountain to the Junction was very rapid, particular attention being paid to the brake, as a light drizzling rain was falling."

Now for the truth concerning that wonderful (?) ride.

It was one evening about half past five when Mr. Finkler arrived at the observatory. I went out and spoke to him, and Mr. Plum had a dinner prepared for him, to which he did ample justice. While at dinner he gave us an account of his trip. Left San Jose ten o'clock A. M., passed over the summit (ten miles from San Jose and 1,700 feet elevation) down into Hall's valley, then to Smith's Creek or Junction eighteen and three-fourths miles from San Jose, then a six and three-fourths mile climb over a winding road where the grade is about six feet to every one hundred, making the whole distance in seven and one-half hours, which is good time for such a ride, and not in one and one-half hour.

Mr. Finkler certainly deserves credit for his ride, but be is not the first to do it, several having done it before he did.

Mr Finkler wisely took our advice and did not attempt to ride, as there was a thick heavy fog in the valley (and not a



is that these Machines are made upon the

# INTERCHANGEABLE SYSTEM.

and in case of breakage (the best mechanical contrivance, whether bicycle or carriage, is liable to meet with accident), the owner can immediately procure a duplicate part of the Company, or of their Agents, located at all important points.

# THE POPE MFG. CO.

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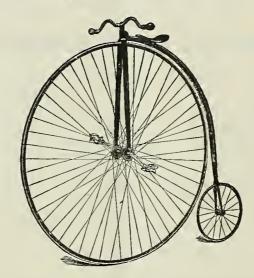


# WHEELMEN, ATTENTION!

24 out of 29 Races won on the

# RUDGE,

AT SPRINGFIELD, SEPT. 16, 17, 18 and 19, 1884.



The following American Records for 1884 were made on the Rudge Racer, viz.:

AMATEUR.				PROFESSIONAL.			
Miles.	M. S.	Names.	Miles.	M	ı. s.	Names.	
		1-5S. Sellers.	1-2 mi	le 1	.21R.	Howell.	
1 " .	2.39	S. Sellers.	2 '	' 5	.45 3-5····R.	Howell.	
4 " .	11.55	2-5 L. B. Hamilton.	3 '	' 8	3.36 2-5R.	Howell.	
6 " .	18.50	L. B. Hamilton.	4 "	'12	2.11 3-5R.	Howell.	
7 " .	21.57	L. B. Hamilton.	5 '	· ·····15	5.02 2-5·····R.	Howell.	
8 " .	24.25	John Brooks.	6 '	'18	3.24 4-5R.	Howell.	
9 '' .	28.06	2-5John Brooks.	7 '	'21	.17 2-5W	. M. Woodside.	
10 " .	31.04	S. Sellers.	8 '	·24	l.21 3-5W	. M. Woodside.	
			9 '	'27	.21 3-5W	. M. Woodside.	
			10 '	30	07 1-5	Howell	

# STODDARD, LOVERING & CO.

10 Milk Street, - - - BOSTON, MASS.

Sole Agents in the United States.

# THE RUDGE RACER

SELLERS AT HARTFORD, CONN., SEPT. 9, 1884,

Rode a mile in 2 MIN. 39 SEC., beating the World's record.

The following noted flyers also ride the RUDGE RACER:-

R. HOWELL, S. SELLERS, ELIOT NORTON, WM. WAITE, JOHN BROOKS,

ASA DOLPH. LEWIS HAMILTON, F. WESTERVELT, C. H. PARSONS, W. M. WOODSIDE,

G. M. HENDEE, E. F. TRACY, WM. MAXWELL, J. H. LEWIS, G. D. GIDEON.

The CHAMPIONSHIPS OF ENGLAND, FRANCE, GERMANY, AMERICA, and SPAIN have all been won on the RUDGE RACER.



FIRST-CLASS ROADSTER at a Reasonable Price.

Rudge's Unequaled Ball Bearings to both wheels.

Hollow Forks and Backbone.

Direct Spokes (eighty to front wheel).

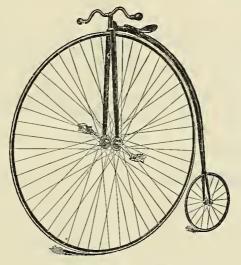
Curved Handle-Bars.

Parker wickeled.

Parallel Pedals, nickeled.

Weight, 44 pounds.

Price, 50-in., Painted and Nickeled, \$105. Price, 50-in., Enameled and Nickeled, \$140. Price, 50-in., Enameled and Nickeled, \$140.



# RUDGE RACER.

One Mile Record of the World, 2 Min., 39 Sec.

Net Weight 53-in. Rudge Racer, 23 Pounds.



# RUDGE LIGHT ROADSTER.

STRENGTH, LIGHTNESS, SPEED. The first Bicycle ever ridden up Corey Hill.

Hollow Rims, Tangent Spokes, crossing twice and covered at rim, Hollow Front Forks, Semi-Tubular Rear, Hollow Handle-Bar, Harwood Step, BALL PEDALS.

Weight, 36 pounds.

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THE GAZETTE is desirous of increasing its subscribers to 20,000, and we ask the wheelmen to help the good work along. In return we will give you a better paper than it is possible to obtain elsewhere, and all for the small sum of 50 cents.

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And obtain some good cycle reading for the dull and dreary winter months. A number of New and Interesting Features will be introduced during the coming season, so "Don't put off till to-morrow what you can do to-day."

THE GAZETTE is now mailed to wheelmen in 1255 cities and towns of the United States, and we must have subscribers in at least 3000 to satisfy our ambition.

Reader, is Your name on our list? If not, why not? Repent, and send along your 50 cents to

# THE SPRINGFIELD WHEELMEN'S GAZETTE, SPRINGFIELD, MASS., U. S. A.

P. S.—Have you thought what a nice Christmas Present a year's subscription to each member of your Club would be? If not, try it, and the entire Club will bless you at least TWELVE times during the year.

Time, 7.43

Time, 3.43 1-2

light drizzling rain). He took the trail, wheeling his bicycle before him to the brick-yard about a mile below, thus saving going over a good deal of road, and then walked down to Smith's Creek, arriving there in two hours' time. We knew this as he telephoned up to us just as soon as he arrived.

George M. Hendee, on October 16, at Springfield, Mass., on Hampden Park, attempted to beat the one-mile world record of 2.39, under the auspices of the Grand Army of the Republic, and notwithstanding the adverse circumstances succeeded in placing the one-fourth and three-fourths to his credit. The Springfield Republican says: "Hendee was started at the report of a Springfield rifle. He lost little time in getting into a swift motion, and after five or six revolutions of his wheel, the lively citizen in black was driving his pedals toward the quarter-pole at a rate never before seen on that piece of ground. The pole was passed in 38 1-5 seconds, and with undiminished action he whirled on into the chilly breeze that met him at the upper turn; without any perceptible slackening in motion he continued his long-lasting spurt down the stretch, but the breeze, the chill in the air, and the exertion had had their effect, and he passed under the wire in 1m. 20s., or 41 4-5 seconds for the second quarter. At the line Parsons had been waiting for him, and started a rod ahead to blaze the way. He proved the right man for the task, and on entering upon the back stretch, set such a dashing pace that Hendee was obliged to put forth new effort to recover the foot or two of ground lost. The quarter-pole flew by Hendee in 38 1-5 seconds, or 1.59 for the three-quarters, Parsons leading by a few feet. The record was still within Hendee's reach, if only that powerful and almost timeless thrust of the legs could have been continued. But the breeze was fresher than before on the upper turn, and on the stretch, and the gait was slowing to one of 2.55 instead of 2.39. The racers' flight had now become treadmill work, and though Hendee drew up inch by inch on his fleet guide, he shot under the wire with him only in 2.42 4-5-a record, under the circumstances, worthy of the king of the wheel, and several seconds faster than could reasonably have been expected by any one save Hendee himself. He had been confident of entire success before the race, but evidently underrated the difficulties of the day."

### RACE MEETINGS.

WHEEL	CLUB,	DENVER,	Col.—September	II.
-------	-------	---------	----------------	-----

Half-Mile, Best Two in Three H. G. Kennedy, first,

E. B. Horsford, second.

Time, 1.43

One-Mile.

H. G. Kennedy, first,

Time, 3.37

F. C. Kimball, second.

Time, 3.51

Time, 2.07

Slow Race, One Hundred Yards.

H. G. Kennedy, first.

L. Rice, second.

Fancy Riding H. G. Kennedy, first.

H. G. Kennedy, first,

One-Mile.

F. E. Kimball, second. H. G. Kennedy, first,

C. B. Kimball, second

H. G. Kennedy, first,

F. E. Kimball, second.

Five-Mile.

Time, 22.30

September 13.

Time, 3.43

Half-Mile Without Hands. F. McFarland, first,

Half-Mile.

H. G. Kennedy, first, Time, 1.35 F. J. Chemaul, second.

```
One-Mile Consolation.
```

H. Pehrie, first, M. A. Root, second.

Five-Mile.

H. G. Kennedy, first, F. E. Kimball, second. Time, 22.03

Time, 4.13

The first annual tournament of the Boston Union Athletic Company was held on the Union Grounds, September 25 to 29. The attendance was small but the races were nevertheless excit-

# Thursday, September 25.

Half-Mile Dash.

Sanders Sellers, Preston, England, first, Time, 1.32 1-2 D. E. Hunter, Beverly, Mass., second. C. S. Whitney, Boston, Mass., third.

Three-Mile Open.

H. W. Gaskell, Birmingham, England, first, Time, 10.37 3-4 D. E. Hunter, Beverly, Mass., second, 10.42 2-5 C. F. Haven, Newton, Mass., third.

One-Mile for Boston Riders.

C. S. Whitney, Boston, Mass., first, Time, 3.39 1-2 F. E. Bryant, Boston, Mass., second. Theo. Rothe, Boston, Mass., third.

Note. On account of rain the balance of the day's programme was postponed to Monday, September 29.

### Friday, September 26.

Two-Mile Open.

H. W. Gaskell, Birmingham, Eng., first, Time, 6.57 1-4 R. Chambers, Birmingham, Eng., second, 6.57 1-2 C. H. Parsons, Springfield, Mass., third. Two-Mile 6.50 Class.

D. E. Hunter, Beverly, Mass., first, Time, 6.50 1-2 F. A. Bickford, Somerville, Mass., second, 6.52

C. H. Parsous, Springfield, Mass., third. One-Mile Oben

R. Chambers, Birmingham, Eng., first, Time, 3.17 H. W. Gaskell, Birmingham, Eng., second, 3.17 1-2 Three-Mile Professional Record.

W. M. Woodside, Chicago, Ill., first, Sixteen laps. C. J. Young, Boston, Mass., second.

Twenty-Mile Columbia Cup. D. E. Hunter, Beverly, Mass., first, Time, 1 20.58 J. C. Lewis, Hartford, Ct., second.

### Saturday, September 27.

One-Mile Professional Boston Riders. R. A. Neilson, Boston, Mass., first. Time, 3.18 1-4 C. J. Young, Boston, Mass., second, 3.18 1-2

Three-Mile Record.

D. E. Hunter, Beverly, Mass., first, Sixty-nine points. H. W. Gaskell, Birmingham, Eng., second, Sixty-five C. F. Haven, Newton, Mass., third, Thirty-eight "

One-Mile Tandem. C. Joslyn and W. Chase, Leominster, first, Time, 3.28 3-4 R. F. and W. C. Stahl, Boston, second. Two-Mile Tricycle.

R. Chambers, Birmingham, Eng., first, Time, 8.17 1-4 E. B. Dudley, Boston, Mass., second, 8.20 1-4 Half-Mile Dash. C. F. Haven, Newton, Mass., first, Time, 1.33

H. W. Gaskell, Birmingham, Eng., second, 1.33 3-4 One-Mile Without Hands.

G. E. Cain, Lynn, Mass., first, Time, 3.48 3-4 H. W. Gaskell, Birmingham, Eng., second, 4.46 1-2

Five-Mile Record. R. Chambers, Birmingham, Eng., first, 111 points. H. W. Gaskell, Birmingham, Eng., second, 96 D. E. Hunter, Beverly, Mass., third,

64 " Five-Mile Professional. John S. Prince, Washington, D. C., first, Time, 16.34 1-4

C. J. Young, Boston, Mass., second.

Sixteen points.

Eleven

Monday, September 29

Two-Mile Open

D. E. Hunter, Beverly, Mass., first, Time, 6.44 1-2 H. W. Gaskell, Birmingham, Eng., second, 6.45 Five-Mile Open.

R. Chambers, Birmingham, Eng., first, Time, 17.54 1-4 D. E. Hunter, Beverly, Mass., second, 17.55 One-Mile Record.

H. W. Gaskell, Birmingham, F.ng., first, A. Millard, Providence, R. I., second,

One-Mile 3.25 Class.

F. A. Bickford, Somerville, Mass., first, Time, 3.15 1-2 Geo. E. Cain, Lynn, Mass., second, 3.16

One-Mile Professional.

Robert James, Birmingham, Eng., first, Time, 3.09 3-4 W. M. Woodside, Chicago, Ill., second.

Annual races of Troy Bicycle Club at Troy, N. Y., September 25.

Two-Mile County Championship.

T. B. Collins, first, W. J. Wiley, second.

One-Mile, Best Two in Three.

T. B. Collins, first, Time, 3.18 1-2

H. S. Kavanaugh, second.

Half-Mile Dash.

J. O. Wood, Jr., first,

Time, 1.48 1-2 G. K. Edwards, second.

Three-Mile Club Championship

G. R. Collins, first, Time, 12.08 G. H. Bartlett, second.

One-Mile Handicap

R. S. Coon, first, J. V. Wilson, second.

T. B. Collins, third.

Three-Mile. Ross, first, Time, 9.55 Kavanaugh, second.

The second annual races of the Minneapolis Wheelmen were held at the fair grounds Minneapolis, September 26, with an exhibition of club drills, fancy riding, etc., at the skating rink, in the even-

Two Mile State Championship.

John Nicholson, Minneapolis, first, Time, 6.40 C. L. Sawyer, Faribault, second, 6.43 Grant Bell, Minneapolis, third, 7.18 Half-Mile Dash.

D. W. McCord, Minneapolis, first, Time, 1.38 S. A. Miller, Minneapolis, second, 1.41 66 J. H. Hush, St. Paul, third, 1.43

Five-Mile Open. John Nicholson, Minneapolis, first, Time, 18.04 J. N. Snyders, Faribault, second, 18.16

One-Fourth-Mile Without Hands,

Louis Fleckenstein, Faribault, first, Time, 50 D. W. McCord, Minneapolis, second, J. H. Hush, St. Paul, third, 1.01 One-Mile Consolation.

Grant Bell, Minneapolis, first, Time, 3.34 Louis Fleckenstein, Faribault, second, 3.41 E. A. Newton, Red Wing, third, 3.59

League of Essex County Wheelmen races were held on the Riding Park, Lawrence, Mass., Sep-

Half-Mile, Best Two in Three.

W. B. Seguin, Andover, first, Time, 1.34 W. A. Rowe, Beverly, second, 1.35

F. P. Ingalls, Salem, first, Time, 3.14 1-2 Charles E. Whittier, Lynn, second, 3.24 Three-Mile.

F. P. Ingalls, Salem, first, William A. Rowe, Beverly, second,

Half-Mile Ride and Run. Charles E. Whittier, Lynn, first.

F. M. Downing, North Andover, second. Tug-of-War.

Lawrence Bicycle Club, first. Salem Bicycle Club, second.

Roy Runic, Omaha, second.

### OMAHA BICYCLE CLUB.

The first annual tournament of the Omaha Bicycle Club was held Saturday, October 11, at Athletic Park in the northern part of the city. There was a fair attendance but not as large by any means as the enterprise of the Omaha Club deserved.

Half-Mile Dash.

F. M. Shaw, Glenwood, Va., first, Time, 1.41 C. M. Woodman, Omana, second, 1.41 1-2

One-Mile. W. Patterson, Toronto, Can., first,

Time, 3.58

Time, 12.05

12.15

Two-Mile, W. Patterson, Toronto, Can., first, John Nicholson, St. Paul, second,	Time, 6.54 " 6.54 1-2
Three-Mile.	
W. Patterson, Toronto, Can., first.	
F. M. Shaw, Glenwood, second.	
Five-Mile,	
John Nicholson, St. Paul, first,	Time, 17.05 1-2

# SCRANTON BICYCLE CLUB.

17.06

John G. Hitchcock, Omaha, second,

The first race meeting of the Scranton Bicycle Club, consisting of a parade in the morning, races in the afternoon, and an entertainment at the rink in the evening, was held at Scranton, Thursday, October 16. The attendance was large both afternoon and evening, a number being turned away unable to gain admittance to the rink. The one-mile ride and run record made at Springfield, Mass., was broken by five seconds.

One-Mile Dash.

# Items of Interest.

Time, 3.37

# 38 1-5.

George M. Hendee.

Springfield, Mass., Oct. 16, 1884.

F. J. Bayless, Binghamton, N. Y., first,

One-fourth mile record of the world.

"Yours on wheels, Belva A. Lockwood."

Nearly 1,000 new names added to our list since the September tournament.

THE SPRINGFIELD WHEELMEN'S GAZETTE is mailed to 1,255 post-offices in the United States.

J. H. Adams, the wonderful long distance rider of England, has just accomplished 266 1-4 miles on a Facile, in 24 hours, beating the world's record.

Hugo Barthol, a native of Saxony, according to the *Hamburg Morning News*, recently completed a journey of 2,800 miles in eleven weeks, over roads, on a bicycle.

A. J. Wilson and G. Smith, London T. C., on September 20, rode one mile on a tricycle in 3m. 6s. at Alexandra Park, London, Eng., thus beating the record of Corsellis and Webb by 1m. 4-5s.

William Bond, Star Bicycle Club, Lynn, Mass., is stated to have ridden 123 2-3 miles in 14h. 26m., October 5, his actual riding time being 11h. 56m. He is soon to attempt to cover 200 miles in 24 hours.

H. A. Speechley won the ten-mile challenge cup race at the fall meeting of the Surrey Bicycle Club at Kennington Oval, London, Eng., September 20, accomplishing the fastest time in which the dis-

tance has ever been wheeled on a grass course—34m. 12 2-5s.

W. F. Sutton, London (Eng.), Scottish Bicycle Club, starting September 12, in 24 hours covered 230 3-4 miles, beating the previous 24-hour record by nine miles. He rode 399 miles in two days and nine hours. Mr. Sutton now holds both bicycle and tricycle records for 24 hours.

The 100-mile Kangaroo bicycle race recently run in England was won by C. L. Smith in 7 hours, 11 minutes, 10 seconds. This beats the record made in the 100-mile road race from Bath to London by F. E. Appleyard in 1878, which was 7 hours, 18 minutes, 55 seconds, and which has until now never been beaten.

C. Gossett beat the roo-mile tricycling road record of 9h. 9m. made early this season. The route was from the first milestone outside Hitchin, Eng., north to Buckden; returning over the same road and riding to Biggletmade and Great Barford and return. Gossett's times were: 5m., 19m. 17s.; 10m., 39m. 30s.; 25m., 1h. 54m.; 50m., 4h. 18m., and 100m., 9h. 5m.

James Copeland, Sydney Bicycle Club, August 26, successfully completed the first overland trip from Sydney to Melbourne, Aus., on a tricycle, the journey occupying 12d. 9h. The average traveling was fifty miles a day, which may be called very good work, when the bad state of the roads and the weather are taken into consideration. During part of the trip a severe head-wind interfered greatly with the rider's progress.

W. F. Sutton, of England, has just achieved the wonderful record of 402 miles in two days on a tricycle. The first day's ride netted 231 miles, with an actual riding time of 22 hours. The 402 miles was accomplished in the actual riding time of 38 1-2 hours. For stimulants, Mr. Sutton ate a good number of pears and lemons, and drank about two pints of whisky, also for the first time tried cocoa leaves, and experienced no ill effect from them, though they caused a slight eruption of the skin. He chewed nearly the entire contents of a packet during the two nights.

Horse vs. Bicycle.—The recent races between our professional bicycle riders and trotting horses have led many to think that for five miles and over the bicycle is vastly superior to the horse. A comparison of the best amateur records and those of American trotting horses shows that our bicycle riders must speed up to catch the horse records up to and including 20 miles.

MILE.	NAME.	TIME.	NAME.	TIME,
I	Sellers,	2.39	Maud S.,	2.094
2	English,	5.32	Monroe Chief,	4.46
3	Hillier,	8.32	Huntress,	7.214
4	Hillier,	11.24	Trustee,	11.06
5	Hillier,	14.18	Lady Mack,	13.00
10	English,	29.19 2-5	Controller,	27.234
12	English,	35.15	Topgallant,	38.00
15	English,	44.29 3-5	Girder,	47.20
20	English,	59.06 3-5	Capt. McGowan.	58.25
50	Falconer,	2.43.58 3-5,	Ariel,	3.55.40
100	Waller,	5.51.07	Conqueror,	8.55.53

On the path the Americans are not far behind our English brethren of the wheel. On the road we are over two hours behind the English records, as the following will show:—

### American One Hundred Mile Road Records.

NAME.	MACHINE.	Times.
Geo. Webber,	Star,	9.20.00
J. E. Wood,	Expert,	9.41.30
Theo. Rothe,	Rudge,	9-55.30
D. T. Fales,	Gooch,	9.59.30
C. J. Dettling,	Star,	11,30,00
W. R. Pitman,	Columbia (tri.),	11.30.00

	TIME.
G. Smith, Merry Rovers, T. C.,	7.11.10
S. Golder, Coventry,	7-49.05
T. A. Edge, Manchester,	7.59.21
R. T. Cassell, Beretta,	8.11.20
H. Fraser, Dumfries, and Anfield,	8.49.10
R. Milthorpe, Newcastle,	8.55.30
T. Oliver, Newcastle,	8.55.30
W. Powell, Coventry,	8.55.30

The difference in time is accounted for in the condition of the roads. The American record was made at the 100-mile road race of the Boston Bicycle Club, October 4, and the English record was made at the 100-mile Kangaroo race, September 26, under the auspices of Hillner, Hubert & Cooper, for Kangaroo bicycles only.

BICYCLE 218. TRICYCLE.—A novel match was held September 29, on the Crystal Palace track between Major Knox-Homes on a tricycle, and Mr. George Lacy Hillier on a bicycle, the latter conceding his older opponent "miles for years" in a ten hours' match. As the major is seventy-eight, and Mr. Hillier twenty-eight, it will be seen the ex-champion had a big task before him. The major won, covering 115 miles in the allotted time to 146 made by Hillier. Hillier made a determined effort to secure the bicycle records, and succeeded in grasping the following:—

MILES.	н. м. s.	MILES.	H. M. S.
51	2 55 24	122	
52	2 59 23	123	8 19 52
53	3 3 26	124	8 23 56
54	3 7 29	125	8 23 56 8 28 10
IOI	3 7 29 6 43 27	126	8 15 31 8 19 52 8 23 56 8 28 10 8 32 20 8 36 37 8 40 46 8 45 10 8 54 0 8 54 0 8 58 12
102	6 56 49	127	8 36 37
	7 0 25	128	8 40 46
103	7 0 23	129	8 45 10
104	7 4 8 7 7 58		8 49 28
105	7 7 58	130	8 49 28 8 54 0
106	7 12 04	131	8 54 0
107	7 16 30	132	8 58 12
108	7 20 40	133	8 58 12 9 2 12 9 6 36
109	7 24 41	134	9 6 36
110	7 28 30	135	9 11 24
111	7 32 44	136	9 15 55
112	7 36 30	137	9 20 33
113	7 40 47	138	9 25 31
114	7 45 22	139	9 29 21
115	7 49 23	140	9 33 54
116	7 52 53	141	9 38 24
117		142	9 43 23
118	8 0 10	143	9 47 34
119	8 3 42	144	9 52 13
120	8 3 42 8 7 26 8 11 9	145	9 56 5
121	8 11 9	146	9 59 34
121	0 11 9	*40	7 37 34

As no one has before gone beyond the century on the path on a tricycle, the major's times from 101 to 115 stand as record:—

MILES.	H. M. S.	MILES.	H. M. S.
IOI	8 36 24		9 23 3
102		110	9 29 4
103	8 47 36	III	9 34 44
104	8 53 19	112	9 40 28
105	8 59 13	113	9 46 48
106	9 5 23	114	9 52 58
107	9 11 17	115	9 59 58
108	9 17 0		

Invention keeps pace with the demands of the times, and where only a trifling variation on a contrivance already extant can fill a suddenly-felt want, Puck is ready to do his share. The bicycle and tricycle already exist. By a simple spread of fancy and the wheels of a tricycle, behold the family cycle, an invention designed to counteract the sudden development of fashionable affection for coachmen. In this vehicle the entire family, even to the baby, the nurse, and the pet pup, can be accommodated. There are also places for the attachment of picnic baskets and umbrellas. No horses are needed, as the nurse and the "governor" can do the propelling. Daughters are thus prevented from riding on box-seats along with coachmen, stable insanity becomes eradicated, and the fashionable world may settle down to its normal condition of marrying and selling in marriage,-

### FOR GOODNESS' SAKE.

I purchased a bicycle early last spring,
But, for goodness' sake, don't say I told you;
It looked such a harmless, enticing young thing,
But, for goodness' sake, don't say I told you.
Its wheels were so spidery, cunning and fleet,
Its fixings so really too wholly complete,
That I couldn't keep still till I'd jumped on the seat;
But, for goodness' sake, don't say I told you.

I'm not sure what happened immediately then,
But, for goodness' sake, don't say I told you;
I didn't know what struck me, nor how, where, nor when,
But, for goodness' sake, don't say I told you.
I plowed up my nose, and I damaged my shin;
I lit on my back, and I lit on my chin,
I came out a wreck and I turned outside in,
But, for heaven's sake, don't say I told you.

I did this, I did this, again and again,
But, for goodness' sake, don't say I told you.
I really became the most battered of men,
But, for goodness' sake, don't say I told you.
But now I'm a dandy, and skim through the air;
I'm as gay as a lark, and as empty of care;
There's no sport like wheeling, no pleasure so rare,
And you needn't deny that I told you.

-Canadian Wheelman.

### A TRIP TO THE YELLOWSTONE PARK.

Friday evening, August 8, the following members of the Salt Lake Bicycle Club left this city for a two weeks trip to the Yellowstone Park:—

Captain D. L. Davis, riding a fifty-inch Harvard machine; Sub-Captain William Wood, Jr., riding a fifty-two-inch Expert; Vice-President H. S. Cutler, riding a fifty-inch Harvard; Secretary Walter Jennings, riding a forty-eight-inch Harvard, and F. G. Brooks riding a fifty-two-inch Expert.

This trip had been talked of among the members of the above named club for some time, and every one looked forward to it as the "one great trip of the club." Each and every one who rode a machine wanted to go, but when the time came for starting only the above mentioned persons were ready to undertake the somewhat uncertain trip.

The intended route of the wheelmen was via the Utah Central Railroad to Ogden, then over the Utah & Northern Railroad to Beaver Canyon, and from there to the Park, a distance of one-hundred miles, on our machines.

So Friday evening at 4.30 P. M., we boarded the U. C. train for Ogden and were hurled along at the rate of thirty or forty miles an hour, through green fields, over sandy deserts, and across sage brush districts, to the small yet flourishing town of Ogden.

We had two hours to wait here before leaving on the U. & N. Railroad, so we commenced transferring our machines, etc., from the U. C. train to the U. & N. cars. While engaged in this work our attention was attracted to the main street of Ogden by the ringing of its fire bell and the dense volumes of smoke that rose from the large furniture stores of Boyle Bros. Having more time in Ogden than we knew how to dispose of, we mounted our machines and sped from the depot to the town at a great speed; astonishing all we met, for such a sight Ogden does not see every day as a bicycle club tearing through its streets at the rate of fifteen miles an hour, and a fire on top of that. We spent but little time at the scene of the conflagration, as we preferred to see the sights of the city rather than watch an untrained fire brigade wear themselves out trying to do much good, yet, in reality, doing more harm and causing more excitement than was necessary.

The roads were very good in some parts of the city, and we rode over them in true wheelman style. After seeing all there was in Ogden, we betook ourselves to the depot for refreshments while waiting for the train. The train being half an hour late we did not leave Ogden until 8.30 P. M., and when the whistle blew for leaving we were all in good spirits and anxiously awaiting the time when we should arrive at the point where we could once more use our machines.

Arriving at Beaver Canyon the next day at one o'clock P. M., our baggage was transferred from the train to a wagon that was waiting to take our provisions, etc., to the Park. While refreshing ourselves with a slight lunch, previous to starting on our long journey, our machines were freely commented upon and criticised by the small population of Beaver Canyon, that had turned out in force to see, as they called it, the "new-fangled horse."

Among the many curious ideas of those who had never before seen a bicycle was that expressed by a saloon keeper. He said: "Well, them's the hangdest lot of harps I ever saw! Where are you going to have the exhibition?" He, being a saloon keeper, was of course not answerable for what he said.

We left Beaver Canyon about two o'clock P. M., on our machines, and rode to Kansas Creek, a distance of twenty miles, by six o'clock. These were the worst roads we encountered on the journey, they being mostly up hill and very rocky. The only excitement of any consequence on this part of the trip was the serious attempt made by some of the boys to take the life of a poor, innocent chicken. It appears that the chicken was in some brush near the road, and one of the boys seeing it warned the rest to be quiet and we would have chicken for supper. The only weapons of defense that the boys carried were revolvers, so we drew them and quietly advanced on the enemy. When within six feet or less of the bird we commenced firing, and such a fierce battle was never carried on before; but the chicken got the best of the fight, for when the smoke cleared away no chicken was in sight. It had quietly walked off during the affray.

Arriving at Kansas Creek some of the boys went hunting and fishing while the rest remained to pitch the tent and prepare supper. That evening we dined on fried trout and boiled grouse. After supper we were entertained by a Mr. Harris, from a camp close by, with a choice selection of songs with violin accompaniment. Thus ended our first days out with no accident with the exception of the first header taken by Jennings.

The next day being Sunday we did not leave Kansas until three o'clock P. M., and then we rode over to a station called Sheridan, a distance of thirteen miles from Kansas. The first mile of this road was poor, it being meadow land and thus very grassy and rough. The next four miles, however, were very good, and although it was rather a steep grade it was not hard to ride up. At the end of this four-mile stretch we came across some cold water springs called the "Indian Springs." We refreshed ourselves with a drink at the springs and then began the ascent of a number of hills that lay in our path. After climbing some few of these hills we found ourselves on the summit of a very large hill, at the foot of which lay a large valley. The hill being somewhat steep it was a question of doubt whether we had better ride or walk down. Three of the party becoming more courageous than the rest resolved to ride it or break their necks in the attempt. It was a very exciting ride and one that amply repaid us for the risk we ran. The next mile or two of the road was very good, but after that we found some poor and some pretty good roads until we reached Sheridan, where we camped for the night. There were a few headers taken that day, but the only one of any consequence was that taken by Mr. Brooks while riding up a steep hill.

At Sheridan we found plenty of good fishing but no hunting.

The next day, Monday, August 11, we left Sheridan station about eight o'clock A. M., and rode to the first crossing of Snake River, a distance of twelve miles, by eleven o'clock A. M. Here we took lunch and then stacked our machines on the wagon, to ford the river. After fording the river we had ten miles of rather sandy roads to travel before reaching Snake River Station, or Ray's Camp, as it is called. We also had to ford the river again before we came to this camp.

We reached Ray's Camp early in the afternoon, but finding it to be the best place to camp within ten miles, we resolved to stop. To pass away the afternoon we went fishing, but the water was too shallow and clear to catch anything except mosquitoes, so we gave up fishing and borrowed a boat that was used by a Mr. Ray to spear fish with, and rowed up the river some distance, where we took a bath. The rest of the day was spent in lying around camp resting for the next day's ride.

That evening a stage driver by the name of Lee took the boat and a spear and started up the river to spear fish. In about two hours he returned with thirty nice, large trout weighing from one to three pounds.

While at Ray's Camp the time was made to pass as pleasantly as could be by Mrs. Bassett, who keeps Bassett Brothers' station there.

The next morning, August 12, we got an early start, and after riding over good roads through the timber for nearly two miles, we came to more meadow land. Here the roads were so rough and grassy and wet that we could not ride for more than a quarter or half a mile without dismounting once or twice. After traveling over this kind of road for three miles we came to a large creek called "Henry's Ford." Took breakfast here and after catching more fish for supper rode on. After going some distance we came to a large brook and here Jennings baptized his bicycle while trying to cross. We then named this creek "Bicycle Creek."

Shortly after leaving we came to the Tyghee Pass, a cut in the mountain, and through this we passed from Idaho to Montana. While going through this pass we had some tedious walks up hill and some exciting rides down.

About one o'clock P. M. we reached a station called South Fork. This station is about twenty-five miles from Snake River where we left in the morning. After having dinner we proceeded on our way over the "natural drive" to the next station, called Riverside. This "natural drive" is about twelve miles long and is shaded by groves of pine and quakenapp. The road is mostly level but very sandy, thus making it hard to travel. Arriving at Riverside about five o'clock rather tired after the pull through the sand, yet we were in good spirits and able to eat a hearty supper. Riverside is an abandoned station situated in the Yellowstone Park at the foot of the big mountain

that we had to cross before reaching Fire-Hole Basin. The river that is formed by the geysers flows past this station and so we drank the geyser water that night and the next morning.

The next morning we were up good and early, and after a good breakfast we stacked our machines upon the wagon and prepared to climb the big mountain previously mentioned. It was five miles from Riverside to the top of this mountain and in some places it was very steep and sandy. After reaching the top of this mountain three of the party mounted their machines and rode to Fire-Hole Basin, a distance of seven and one-half miles from the summit of the mountain. While on the way to the Fire-Hole Basin, Messrs. Cutler and Davis took headers, the former bending the backbone of his machine and the latter slightly skinning his nose. Barring these two slight headers we all arrived at Fire-Hole Basin, our intended headquarters, all safe and in good order, about twelve o'clock M. After dinner we were taken over to the Lower Geyser Basin in a light spring wagon by Mr. Harris, whom I have previously mentioned as the party that serenaded us on our first night out.

The Lower Geyser Basin is composed of a number of small geysers, hot springs, and paint pots. The paint pots are the best part of this basin. They are like large vats of boiling lime, only instead of being white the mud is of a pinkish color and bubbles up in the shape of a rose.

At the Lower Basin, the new geyser that broke out August 6 is called the Cleveland Geyser. Having seen all there was to see of this basin we returned to Fire-Hole headquarters, where we camped for the night.

At this place are to be found two hotels and the assistants' cabin. At the cabin are stationed the park police, who see that no game is killed in the Park and that the formations are not broken off the geyser cones, etc.

In the evening Mr. Cutler and Mr. Davis went over to the cabin to get what information they could concerning the Park, and while there they met Mr. McGowan, a member of the Capital Club, of Washington, and who is also one of the park policemen. He was very glad to see a brother wheelman and offered to be our guide to the Upper Geyser Basin the next day.

As we were told that the roads through the Park were not good for bicycling we concluded to leave them at the cabin and take our wagon.

So the next morning, August 14, we left Fire-Hole for the Upper Geyser Basin, accompanied by Mr. McGowan. On our way we came to the Middle Geyser Basin, about five miles from the Lower Basin. This basin is also called Hell's Half Acre and is made up of the following: Paradise Lake, a large body of boiling water, the bottom of which could not be seen in some parts although the water was as clear as crystal; Dell Pool, another hot water hole; Crystal Lake, a small body of water, but very deep and violent, and the Excelsior Geyser. This is the largest geyser in the Park but is now non-active. After seeing all there was to see here we rode on five miles farther, when we came to the Upper Geyser Basin. Here is a large canvas hotel for the accommodation of tourists that travel by the stage line, and at this basin are also to be found the largest geysers and boiling springs. Some of these geysers erupt but once in two or three days, but we arrived there in time to see most of them erupt. The first one we saw erupt was Old Faithful, situated at the south end of the basin. This gevser discharges every fifty to seventy minutes, lasts from three to five minutes, and throws a stream of boiling water into the air a distance of from seventy-five to one hundred and fifty feet.

Among the other geysers we saw erupt were the following: Saw Mill, Turban Castle, Young Faithful, Oblong Splendid, Fan, Riverside, and Grand. The latter was expected to erupt early in the morning but did not go off till evening. It discharges every sixteen to thirty-one hours, lasts from ten to forty-two minutes, and throws a stream ninety-five to two hundred feet high.

Among the other geysers we saw but which did not erupt while we were there are the Bee Hive, Lion, Lioness and the Two Cubs, Giant, Giantess, and the Grotto.

We also visited the Emerald Pool, a large morning-glory shaped boiling spring; Devil's Punch Bowl, Specimen Lake, and many other boiling springs and lakes that are too numerous to mention.

The Giant and Giantess were expected to erupt in the night, and as they last for twelve hours we concluded to stop here all night and see them discharge. In the morning we were up early to see the expected geysers go off, but there were no signs of an eruption.

After breakfast we all went to the Old Faithful geyser and waited for an hour or so, expecting to see the Giant or Giantess go off, but about ten o'clock, there still being no signs of an eruption, we left for Fire-Hole arriving there at twelve M.

About three o'clock in the afternoon we left for the falls that are on the Yellowstone River. These falls are about thirty-five miles from Fire-Hole, and it being late when we left the latter place we did not arrive at the falls till the next day about eleven o'clock A. M.

At the falls is another large canvas hotel and here we recognized a number of faces we had seen at the Upper Geyser Basin.

After taking lunch then visited the falls. There are two falls, the first one is about one-quarter of a mile from where we camped. These falls are two hundred feet high and having the rapids above them the water is thrown over them much more violently than it would be otherwise. A few hundred vards farther on we came to the Grand Falls. These falls are three hundred and sixty feet high and situated at the head of Grand Canyon. On either side of these falls and canyon are large cliffs making it very hard to get in the canyon or down to the falls if it were not for the steps and railings that government has erected for the benefit of visitors. After visiting the falls we took the trail and followed it down the Grand Canyon for some distance till we came to a large point called Point Lookout. From this point we had a good view of both the falls and the beautiful colorings of the canyon. Just below Point Lookout is a large peak on the top of which is a large eagles' nest. We spent what there was left of the afternoon in prying into every nook and corner that was likely to contain some of nature's treasures.

That evening we all expressed ourselves as perfectly satisfied with our visit to the falls and their surroundings. The next morning, Sunday, August 17, we left the falls and started for Yellowstone Lake. On our way we passed the Sulphur Mountain. This is a large mountain made up mostly of sulphur. At the base of this mountain on the north side is a large, boiling sulphur spring and the most violent we had yet seen in the Park. We stopped at the mountain for a few

minutes to obtain some specimens and then went on to the lake, arriving there about one o'clock P. M. We were all disappointed when we arrived there for we expected to see some fine scenery surrounding the lake, but we saw all there was to see in a very few minutes. We spent but little time as there were other places of more interest than the lake that we wished to visit.

On our return to the Fire-Hole Basin it rained most of the way, making it very unpleasant. That evening we camped on a small stream called Trout Brook. This stream was fairly alive with trout but the large ones were wormy. We had caught several while at the falls and they were full of worms. They presented such a sickly sight that we did not care to eat trout that were caught in a creek that had the reputation of containing wormy trout, whether they were wormy or not. Sunday night it rained most all night long, but the next morning the sun came out and it was quite pleasant until we arrived at Fire-Hole, when it again began to cloud up and look like storm. Monday afternoon after arriving at Fire-Hole we again visited the Lower Geyser Basin and spent the afternoon there. Towards evening it began to rain and so we returned to the cabin at Fire-Hole. It rained all that evening and the next day it kept drizzling down so that we were unable to leave for home as we had intended to do. However, we passed the next day, Tuesday, at the cabin very pleasantly.

Wednesday morning, it being fine, we all started for home. We had to pack our machines over the big mountain on the wagon again, and so we did not arrive at Riverside till towards noon. We took lunch here and as the sun had been out all morning and dried up the woods, we were glad to use our machines again, after riding for ages, as it seemed to us, in the jolting wagon.

The "natural drive" instead of being sandy on the return trip was much improved by the rain, and the twelve and one-half miles was made in one hour and ten minutes. On the way a herd of deer was seen about fifty yards from the road, but not having our guns along the deer were allowed to go their way unmolested. That afternoon we rode over to Henry's Ford, a distance of thirty miles from Riverside, by half past six P. M.

Thursday we rode from Henry's Ford to the second crossing of the Snake River. We arrived here about two o'clock and spent the rest of the day in fishing. As we were coming through a little valley between the two crossings of the Snake River we saw at the side of a small sluice about seventy-five yards from the road, a small deer. The sight of our machines seemed to petrify him, for he did not move a muscle till we had ridden on out of his sight and were returning, without our machines, to get the guns from the wagon. When he saw us without the machines it seemed to revive him, for he trotted off as unconcerned as could be. Friday morning we left Snake River and rode to Rattlesnake Creek, a small stream about ten miles from Beaver Canyon. During this ride Mr. Woods took his first header, but it seemed as if he wanted to make up for all the others he should have taken, by inspecting the ground for some distance upon his hands and knees. Saturday morning we rode over to Beaver Canyon, where we took the train in the afternoon for Salt Lake City.

We arrived at this city the next morning, Sunday, August 22, where we were met by the other members of the club.

### AMONG OUR EXCHANGES.

Mr. Dueker says he is done with tournaments. He may think so now, but wait till he cools off.—*Bicycling World*.

The bieyclist earries a lantern at night so that he may not run over himself with his wheel.—*New Orleans Picayune*.

Blobson thinks that bicyclers are a dangerous class, because they are engaged in so many land grabs.—Burlington Free Press.

We were conversing on the subject of bicycles, when our "devil," who overheard the conversation, casually remarked that "farmers sometimes bicycles." We retired to the "siekleusion" of our sanctum.—Lynn Union.

Hendee believes he can beat Sellers, at least so one of the American papers states, and it further adds, "If he doesn't do it at New Haven, it is possible he may go to England next year." We hope he may. He will meet foemen worthy of his wheel, and receive a good welcome.—London Cyclist.

The Chicago Mirror of Sports should put a check on its correspondents, "Wallace" and "Francis." The paper runs a good bicycling column, but the statements made and conclusions drawn by these correspondents are neither truthful nor wise, and discredit the journal.—Bicycling World.

To what extent bicycling is taking hold on the bicycling world is partly shown by the fact that George Hendee, the Springfield champion, owns \$4,500 worth of badges and other prizes, a third of which he has won this year; and Lewis Hamilton, Yale's crack wheelman, possesses \$2,000 in the same sort of material.—New York Times.

It was really too bad that Springfield did not give us one long race during the forenoon of one of the tournament days. We dislike to see the old records standing on the books, and such a race on such a track would have given us a clean sheet to carry over. We are glad they did not put one on the afternoon programme.—Bicyeling World.

Mr. Bale has come to the conclusion that the Yankees are fliers, and that America has some rattling good men. He says: "The people here are gone mad over Hendee. You can hardly imagine the feeling shown. They seemed to think it was impossible for anybody in the world to beat him. However, he got taken down by the Britisher, and the Yanks lost their dollars."—Cyclist.

The several ladies who rode tricycles in Springfield looked extremely well, and managed their machines with a skill and ease that must have created a favorable impression. We noticed a marked improvement in appearance, as compared with last year. We live in hopes that tricycling will yet become popular with our American ladies, so sadly in need of healthful out-door exercise.— World.

The police force was equal to all occasions. When Hendee and Sellers were coming down the homestretch neck and neck, Papa Weston went to his position at the tape and was collared by a policeman, who, in the excitement of the moment, failed to see that he was pulling a judge off the track. President Beckwith, a judge, was also pulled off the track, and Leeming, who had Sellers in charge, was "fired" over the railing neck and heels. We admire the efficiency of the police, and we are happy to add that they made handsome apologies for their mistakes.—World.

The sudden fastness of so many of our racing men can be laid to two causes, tracks and machines. There is no reason why we should not compete successfully with England, and we have shown each year an improvement in our ability to do so. We suggest that an effort be made to raise, by subscription, a fund large enough to send to England two or three of our best amateurs to compete with English amateurs on their own ground, and, if possible, to beard the lion in his den. America has been represented in every other sport in England. Why not in cycling?—World.

### R. HOWELL'S AMERICAN TRIP.

[From the London Cyclist.]

R. Howell, in company with Mr. W. Atkins, of the Red Cow Hotel, Leieester, arrived home from America by the afternoon express from Liverpool, on Sunday last, after experiencing an extraordinary rough passage from New York. In conversation with our Leicester representative, the professional champion, who is looking the pieture of health, expressed himself highly pleased with the tour, a few brief particulars of which are appended. Leaving Liverpool on the 26th of August, in company with Messrs. Atkins, Leeming, and Sanders Sellers, the party experienced a pleasant voyage to New York, during the progress of which the two crack bicyclists accomplished their training exercise upon a "Home Trainer," sent on board especially for their use from the works of Messrs.

Landing at New York, Howell at once began to feel the effects of the great heat, which at one time threatened to interfere considerably with his engagement. The party, however, at once left for Hartford, at which place Howell rode an exhibition mile round the Charter Oak track in 2m. 42s., and in a mile handicap on the same ground Sellers accomplished his 2m. 39s. mile. Upon the next day, Howell, in company with Mr. Atkins, went straight to Springfield, and the following four days were devoted to training for the big meet. Howell was much pleased with the track, which measures half a mile, and which he describes as the best and fastest track in America. Getting himself in good riding form, Howell was confident of being able to come out of his engagement satisfactorily, and, as is well known, earried off six of the eight events in which he took part.

Referring to his defeat by Prince in the mile race, Howell informed our representative that a strong dose of beef-tea entirely upset him, inasmuch as some three hundred yards from home all power for treadling seemed to have left him.

The English champion expressed his pleasure at the fair treatment of the sporting press, but was somewhat amused at the tone adopted towards him by some local journals, in one of which he was described as the "tall, powerfully built man, resembling the British bull-dog"; whilst other equally flattering epithets were thrown out for his especial benefit.

Before leaving the scene of his triumph, Howell was the recipient of several valuable presents from members of the Springfield Club, while any amount of invitations were forthcoming to entertain the champion on the following Sunday.

The party left Springfield on Monday for Boston to take part in some wheel events upon a six laps to the mile track, which Howell describes as being worse than any ridden in England. The champion's engagements consisted of his taking part in an exhibition mile race, but prior to this Sellers

beat Hendee in a two-mile handicap. The American crack, however, objected to Sellers on the ground of a foul, and the objection being upheld, the Englishmen at once left the ground.

Leaving Boston, the party spent a week in New York sight-seeing, and then embarked on board the "Adriatic" for England. Directly after the start, the journey was rendered anything but enjoyable, owing to a terrific gale springing up, which lasted for three days, and which made the vessel twenty-four hours overdue.

As previously stated, Howell is highly pleased with the reception awarded him by followers of the wheel across the "herring pond," and looks forward with pleasure to a second visit next year.

# THE WAY TO DURHAM.

Wheelist meeting pitman and boy on the roads near to Durham:—

WHEELIST.—My man, can you show me the way to Durham?

PITMAN.—(With a look of intense disgust on his face,) Eh?

Wheelist.—Can you show me the way to Durlam?

PITMAN.—Aw, way, noo', I want nane of yor cod.

WHEELIST.—I'm not joking. I simply want to know the way to Durham.

PITMAN.—De ye mean to say yor divvent knaw the way to Durham?

WHEELIST .-- I do.

PITMAN.—Why, how auld might yor be, if it's a fair question?

WHEELIST.—Well, I don't see what that has to do with it, but I'm forty-five.

PITMAN.—Forty-five, and yor divvent knaw the way to Durham. Why, here's my bit lad here, just seven yors auld, and he knaws.

(Exit WHEELIST for green fields and pastures new.)—Wheeling.

THE TANDEM TRICYCLE AS A WEDDING CAR-RIAGE.—A funny, though truthful, story reaches us from a place on the Lincolnshire coast, very popular with Sheffield and Nottingham people, to the effect that one day early last month a young lady and gentleman rode up to the parish church at the seaside place referred to, on a tandem tricycle, and in tricycle dress, and having been duly married by the rector of the parish, remounted their tandem and rode off in the most common-place fashion. The same couple are still frequently to be seen riding tandem in the district where they reside, and they fondly imagine that no one knows of their having given a new era to the tricycle as a wedding carriage. A correspondent suggests that there is no reason why bridesmaids and groomsmen should not attend in the same style. 'Twould certainly be more economical than the general system of carriages and pairs.-Sheffield, Eng., Independent.

### HE WAS USED TO IT.

"Are you hurt?" shrieked a dozen picnicking females, as a young man was tossed over a neighboring fence by an angry bull and landed on his head in the middle of the road.

"Hurt?" he answered. "Why, of course not; I am used to eoming down that way."

"Used to it?" exclaimed the fair chorus. "Why, how can that be?"

"I own a bicycle," was the reassuring reply.
—Philadelphia Call.

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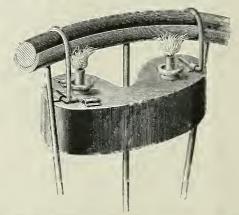
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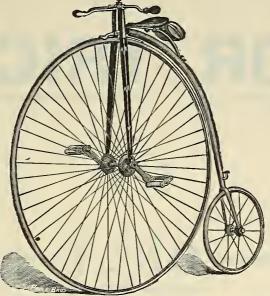
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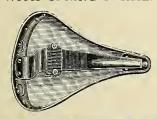
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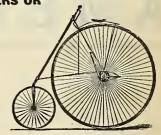
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# SPRINGE SPECIAL PUBLISHED MORTHLY.

PRESS OF SPRINGFIELD PRINTING COMPANY.

Vol. II.—No. 8.

SPRINGFIELD, MASS., DECEMBER, 1884.

PRICE 5 CENTS.

# RISK ONE EYE ON THE BACK PAGE.



ON THE ROAD.

WE PUBLISH THIS YEAR

# TWO CATALOGUES,

One describing our Bicycles, the other our Tricycles, and both profusely illustrated. Inform us which Catalogue you desire, enclose a two-cent stamp with the information, and we will send you either Catalogue by return mail.

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ESTABLISHED 1877.

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D. RUDGE & CO., Coventry, Eng.

(THE OLDEST AND LARGEST CYCLE MANUFACTURERS IN THE WORLD.)



Having been long pressed by our numerous eustomers, and in order to meet the growing demand for such a Machine, we have brought out the above "SAFETY" Bieycle, which, for lightness and strength, combined with High-class Workmanship, has no rival in the market. "The Rudge Safety" is, as its name implies, a bicycle combining the safety of a tricycle with the speed and ease of a bicycle. It is, in fact, a miniature Rudge with a hollow square bar extending from each side of the axle of the driving wheel down in a direct line with the front fork eight inches; to the lower end of these bars is attached a ball bearing, through which passes a short axle; on the end nearest the driving wheel is keyed a gear wheel having 15 teeth, and on the other end is a erank, having from five to six and one-half inches throw. The front wheel is fitted with a hollow rim, seveneighths inch tire, and direct spokes. The hub is gun metal, and the flanges are 3 inches in diameter: the distance between the inner side of the flanges is 3 inches. The flanges are extended out three-quarters of an inch on each side of the wheel, and have a row of teeth, niue in number, extending around them, the power being transmitted from the larger gear wheel, before mentioned, to the hub of the driving wheel by means of a Morgan pateut endless chain, which, from its peculiar construction, allows more freedom and ease of motion with much less friction, than any other kind. It has Rudge's ball bearings to all frictional parts, including pedals, the front wheel bearing being of a specially constructed pattern for this wheel. The front forks, head, handle-bar, brake, back-bone, spring, rear fork, etc., do not differ materially from the ordinary Rudge light roadster's. The rear wheel is 16 inches in diameter, fitted with a three-quarters

inch hollow rim, three-quarters round tire and direct spokes, as well as with the Rudge ball bearings. The rake is about the same as the light roadster, the safety being derived from the large proportion of the weight of the machine being placed at the lower end of the fork extension, which acts as an anchor to keep the rear wheel on terra firma. The steering differs in no way from the ordinary bicycle, and is not "sensitive," as is the ease when the forks are carried back of the center of the wheel, instead of through it. The rider is placed well over his work, his weight being directly over the large wheel, thereby doing away with much of the unpleasant jar incident to machines with a larger amount of rake, where the weight is thrown almost entirely on the small wheel. The weight of the machine complete, including saddle and pedals, is but 37 pounds. The extreme height is 42 inches, and the length 54 inches. It is by far the most convenient machine on the market for storage or transportation purposes, and is certainly the easiest to mount and dismount, while in propelling and steering it equals the ordinary. It is extremely neat and graceful in appearance, and is well adapted to all kinds of road work, hill elimbing and racing.

A 36-in. RUDGE "Safety" can be used by a rider of a 50-in. to 53-in. Bicycle.

A 38-in. " " 53-in. to 56-in. "

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Our Standard Patterns are geared a 36-in. Machine to 56-in.

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RELIABLE AGENTS WANTED EVERYWHERE.

# → WATERBURY WATCH FREE!

The Springfield Wheelmen's Gazette has made arrangements with the Waterbury Watch Co. by which we are enabled to offer the Waterbury Watch (which every wheelman needs,) as an inducement to canvassers to solicit subscribers for the Gazette. We will send to any wheelman, post-paid, the Gazette for one year and the Waterbury Watch upon receipt of the retail price of the watch, \$3.50, or to any person sending us 12 subscribers, at 50 cents each, we will send a watch free.

Remember the Waterbury Watch Co. has the most complete factory in the country, fully equipped with the best automatic machinery that can be procured, and is at present manufacturing one thousand watches every working day.

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The justly celebrated rifles manufactured by J. Stevens & Co., and offered as prizes at a number of the tournaments this fall, having won a host of admirers in the cycling fraternity, has induced the Gazette to offer these rifles as a premium, as follows:—for 30 subscribers, at 50 cents each, we will send to the person getting up the club one 10 in. barrel, (retail price, \$12.25,) free; for a club of 40 subscribers, at 50 cts. each, a 12 in. barrel, (price \$13.25,) free; for a club of 50 subscribers, at 50 cts. each, a 16 in. barrel, (price \$15.00,) free; for a club of 60 subscribers, at 50 cts. each, an 18 in. barrel, (price \$16.50,) free.

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To the successful person sending us the largest list of subscribers, not less than 200 names, at 50 cents each, we will present any standard finish.

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Remember that this is a bona fide offer, a chance to get a first-class wheel free. The Gazette goes like hot cakes, and it is no trouble to get subscribers.

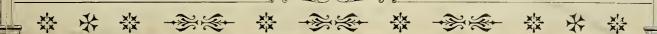
This offer will close March 1, 1885,

WE WANT, we must have, and we are going to get 20,000 wheelmen on our lists before next Spring. We ask your aid, and you shall be liberally paid.

ONLY 50 CENTS PER YEAR.

# The Springfield Wheelmen's Gazette,

SPRINGFIELD, MASS., U.S. A.



# LATEST:

ONE HUNDRED MILE RECORD WON BY THE

# ROYAL \* MAIL \*

S. G. WHITAKER, of the Cambridge Club, on his 52-inch ROYAL MAIL, October 15, rode 100 miles in 9 hours; actual riding time, 8 hours 6 minutes, thus gaining the FASTEST AMERICAN RECORD for this distance.

# "ROYAL MAIL" Summary for 1884.

Fastest One-Mile Record, 2.39, by John S. Prince; Second Fastest Mile, 2.39 2-5, by R. James.

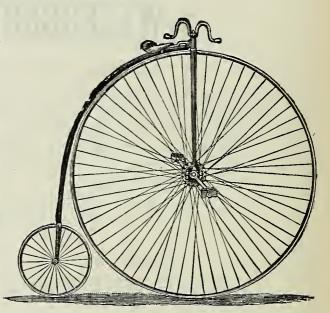
Fastest 100 miles, 9 hours, by S. G. Whitaker.

Many of the principal Amateur Races have been won by ROYAL MAILS.

13 of the 21 Races at Boston Tournament won by ROYAL MAILS.

ROYAL MAIL also the Leading Tricycle, having won the Fastest Records for 1-4, 1-2, 3-4, 1, 3, 4, and 5 miles.

Just Received, First Lot of "KANGAROOS," and a Large Lot of ROYAL MAILS. Parties whom we have disappointed by not being able to fill their orders for ROYAL MAILS on time can now find all sizes.



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ENGLAND.

# THE SPRINGFIELD

# WHEELMEN'S GAZETTE.

A JOURNAL OF CYCLING. PUBLISHED MONTHLY.

Vol. II.—No. 8.

SPRINGFIELD, MASS., DECEMBER, 1884.

PRICE 5 CENTS.

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HENRY E. DUCKER, - - - Editor and Manager.
CHAS. A. FISK, - - - Treasurer.

Communications must be in not later than the 20th of each month, to secure publication for the following month.

Address all Communications to The Springfield Wheel-MEN'S GAZETTE, Make Checks and Money Orders payable to Chas. A. Fisk, Treasurer.

Entered at the Post-Office, Springfield, Mass., as Secondclass Matter.

# CIRCULATION 13,912.

# IS BETTING ESSENTIAL TO SUCCESS?

The failure of a few tournaments this fall has led to considerable newspaper discussion as to the probable cause, and, like the defeat of the Republican party, in the November election, each paper has its own ideas as to the probable cause; all of them agree that it was lack of enthusiasm, but do not agree which is the best course to pursue in order to create the enthusiasm necessary to warrant a club in holding a tournament. Our esteemed contemporary, the *Bicycling World*, has fallen into error when it remarks that,—

As much as many will regret that it is so, it is an admitted fact among our best posted wheelmen that bicycle racing will never appeal to the general public until there is more betting. We know enough of the world and of sporting matters to recognize that there is too much truth in this commonly expressed opinion. It is a serious question, which is to be the most deplored, the common staking of wagers on the result of our cycle races, or their practical abandonment.

. Betting is the natural result of public interest in racing, and public interest is stimulated by betting.

To the assertion as set forth, we cannot agree with our friend, the World, for as the "proof of the pudding is in the eating," so is the success of the Springfield Club's tournaments a positive proof that betting is not essential to success. In fact, the reverse. The managers of the tournaments held at Springfield, from the first, have done all in their power to discourage betting, and have endeavored to place the race meeting before the public in such a way that all, father, mother, sister, and brother, could go to the meeting, and there find nothing objectionable to mar their feelings or pleasure. The result has more than met the anticipations of the officers of the club, and everybody, including the ministers, deacons, and doctors, attends, as Barnum would say, "the great moral show."

Betting, the selling of pools, and laying of wagers have ruined many a sport. Horse racing has held out longer under their baneful influences than bicycling can or could be expected to, and now we see the favorite sport of horse racing going into decline for the very reason urged upon bicycling as essential to success. Nearly every meeting of the circuit this year was a failure, and why? We take the voice of the sporting press, and the echo is, "too much gambling."

Springfield, whose horse shows used to lead the world, and have an attendance of 20,000 people, to-day is hardly able to get an attendance of 3,000. Our sisters and mothers stay at home, while the out-of-town sports, who follow up the circuit meetings, entice our young men to the meeting; they get infatuated with betting, lose their money, and let their morals down a peg. The corrupting influences of betting are bad, and if the sport of cycle racing cannot be carried on without its influence, the sooner we lay our wheels aside the better. Brethren of the wheel, let us, one and all, do all we can to discourage betting; conduct our meetings so as to be above reproach; and should the meeting fail from any cause, we can then look back upon an honorable record. It is far better that cycling should die young in a good cause, than live and prosper under the corrupt influence of betting.

# WHAT THE GAZETTE WOULD LIKE TO KNOW.

If Sellers can make 2.39 on English tracks.

The number of members in the L. A. W.

How many members of the L. A. W. failed to renew.

If Prince can do the 20 miles in the hour.

How long the war of words will continue in the Bicycling World.

If we are to have an epidemic every fall, starting from New York.

What time George M. Hendee could make under favorable circumstances.

And who could beat him.

If we shall ever have good roads in the country.

If the L. A. W. officials are striving to make a good financial showing instead of catering to the needs of wheelmen in general.

### WHAT THE GAZETTE WOULD LIKE TO SEE.

A mile in 2.32.

On Hampden Park, Springfield.

Howell, James, and Prince once more for a mile. 10,000 members in the L. A. W.

Hendee at his best.

20,000 subscribers to the GAZETTE.

Peace and good-will among all wheelmen.

Karl Kron with his 3,000 subscribers.

A good road from Maine to California.

Wheelmen united and voting in a body for those men who will better the condition of our roads.

Some active work in the L. A. W.

A. G. Coleman's letter on slander read once a week to a certain editor.

The annual meeting of the L. A. W. at Buffalo, N. Y., May, 1885.

### BRITISH CYCLING IN 1884.

The season of 1884 is practically over with us. For seven months of the year, our wheelmen surpass the exponents of every other form of sport or pastime in the heartiness with which they pursue cycling; but with November the dead season sets in, and does not fairly disappear until All-Fools-Day ushers in the traditionally showery, but of late years usually fine, month of April. True, a minority of our enthusiasts disregard all considerations of season, and keep up their wheeling with as much unconcern as though the mud of November, the storms and occasional snows of December, the rain and cold of January, the general mugginess of February, and the fierce winds of March, were of no more account than the dusty state of the roads and the height of the thermometer during "the season"; but, notwithstanding these noteworthy exceptions to the rule, it has become a firmly settled conviction in the average British mind that "the off season" begins when October ends; and that consequently we shall have no more cycling adventures or feats to look forward to during the remainder of this year of grace, 1884.

An exceedingly gracious year it has been, withal. Commencing with the tag-end of a very mild winter, January and February drew their allotted spans to the accompaniment of an almost incessant series of balls, dinners, and smoking-concerts, promoted by the various bicycle clubs, tricycle clubs, and mixed clubs, and the month of March inaugurated a phenomenally fine season, this usually unpleasant month affording us a delightfully fine spell of weather, so that even the "butterfly" contingent, which usually orders its goings-in and its comings-out by the almanac solely, was tempted abroad earlier in the year than usual. Then April and May were very fine spring months, and June a hot and bright summer month, but July became unseasonably cold and windy; August resumed its traditionally torrid aspect, and September and October were both very fine months, so that our roads became unusually dusty, but a few sharp showers soon put them to rights, and then clear away into November we enjoyed magnificently smooth and dry surfaces, until, on the evening of the second of this month, a steady downpour of rain-since succeeded by a few intermittent showers-made our roads sodden; and now we have nothing but muddy and heavy surfaces for the winter.

Our Saturdays—par excellence the days for cycling in this country, and especially in London—afford a very fair evidence that we have not been troubled by quite so much wet weather as our climate is traditionally credited with. Up to date, there have been thirty-two fine, and only thirteen wet, Saturdays, this year. But, notwithstanding this favorable state of the elements, our "club runs" have shown more and more signs of falling off. Here, matters are managed differently to your American style. We hold "club runs" regu-

larly every Saturday afternoon, the clubs usually starting from their respective headquarters-generally one of the more respectable public-houses in the suburbs—at 3, or 3.30, or 4 P. M., riding in company over more or less hackneyed routes some ten to twenty miles out-seldom more-having a heavy meal consisting of tea with meat or cggs and preserves, spending an hour or so in strolling around the adjacent village, sometimes improvising a smoking-concert, and then, having lighted their lamps, returning home to their residences by 11 or 12, midnight. This is the stereotyped "club run," and some years ago it was very popular; but nowadays only a tithe of our club-men attend the runs with any degree of regularity, most preferring to carry out private arrangements for independent spins, so that persevering club officers seldom boast of a following of more than ten or a dozen, thinking themselves fortunate to get that, indeed.

In some of the larger provincial cities, clubdom is on all-fours with the metropolitan custom; but in the smaller towns the Saturday half-holiday is not so general, and the local clubs are not at all active, many of them only springing into life at holiday times when some unusual event—such as a club-tour or a run to attend some monster meet in the district—galvanizes the members out of their apathy.

Our championship races this year have resulted in honors being divided between no less than five men. When H. A. Speechley won the mile, after a waiting race, in the slow time of three minutes and a half, everybody declared that it was a fluke, and that Speechley was no more the best man at a mile, than the Man in the Moon was, as until then it had been thought that twenty-five yards was Speechley's mark from scratch men. But in his club's races the following week he made such fast time from scratch, in the open handicap, as to convince us that, after all, he was probably the fastest rider at a mile, just at the time. The race for the five-mile championship, again, was voted a fluke, the track being a peculiar one, "far, far away," which so disgusted Liles-the only London rider who went down to Cardiff to see it—that he at once returned home, leaving Reuben Chambers, a Midland crack, to luxuriate in a practical walkover. The twenty-five-mile race, on the other hand, brought out some unsuspected talent, and introduced a rider who was destined to out-Cortis Cortis at long-distance racing; being run on a North Country track with the left hand inside, it placed the London sprinters at a disadvantage, and both they and the Scottish and provincial competitors were simply made a show of by R. H. English, a muscular young giant who went clear away from start to finish, never giving the other starters a ghost of a look-in. Fifty miles produced the closest contest of all (English not competing), F. R. Fry, of Clifton, winning on the post. So that only one of the bicycle championships is held by a London man, Birmingham, Newcastle, and Bristol-three of our greatest cities-sharing the honors with the Metropolis.

At tricycling, matters are otherwise, the honors at all three of the distances decided this year being secured by one man, viz.: C. E. Liles; one mile, five, and twenty-five miles were the measurements, and in each case the London Athletic Club crack proved his superiority alike for spurting and staying.

Apart from the championships, our racing season has been very successful from a sporting standpoint. We have not any one "bright particular star" club to hold an exceptionally noteworthy racing tournament; the Springfield Bicycle Club has no replica this side of the pond; but we have a large number of first-class clubs which hold an afternoon meeting-on Saturday, as a matter of course,-annually; and it is a rather peculiar thing that there appears to be an invincible objection to depart from the beaten track, one mile being the distance at which well-nigh all the open handicaps are decided. True, the Surrey Bicycle Club holds two meetings annually, but these are on Saturday afternoons, and owe their success principally to the convenient accessibility of Kennington Oval, which ground is the property of the Surrey Cricket Club, and is never let to any bicycle club except the Surrey. The ten-mile races for the Surrey Bicycle Club challenge-cup always produce absorbingly interesting contests; as also do those for the Kildare Bicycle Club cup, competed for at five miles; and in the Midlands, the Speedwell and Birchfield Clubs are the most enterprising of the race-givers. With the exceptions mentioned, I cannot recall a single open handicap in the London district this year which has ever been contested at a longer distance than one mile, excepting the Whitsuntide sports at Alexandra Park.

Tricycle racing has received great encouragement at Alexandra Park, a series of tandem-tricycle races being run on various dates, as well as the orthodox single-tricycle handicaps; but our sprinters seem shy of racing at the North of London ground, on account of its surface being gravel—no great drawback—and not quite level, so that riders who habitually practice there gain the advantage up the hill over those whose training is done on a dead-level cinder-path. The prizes offered by the promoters, too, are not very valuable, which affords us convincing proof of the hollowness of the vaunted assertion that amateurs do not race for the sake of valuable prizes.

Among more noteworthy events on the racingpath, foremost stands English's splendid performance of twenty miles "and a bittock," within the hour; a feat which has only been approached by the Leicester professionals. Professional racing, by the way, is entirely confined to the Leicester and Newcastle districts, amateurism holding sole sway elsewhere. Next in merit, undoubtedly, comes the tricycle ride, performed by Major Knox Holmes-nearly an octogenarian-of 115 miles in ten hours, during which period Hillier, on a bicycle, covered 146 miles. Corsellis lowered the tricycle mile record a peg, and Webb did ditto at two miles, also making various records up to 100 miles; but to detail all the records which have been lowered on the path this year would be a tedious task.

On the road, the record-breaking craze has been raging during the summer and autumn. Commencing with the 100-mile tricycle record, which has since been lowered thrice-now standing at 7 1-2 hours, credited to Webb-we have seen the 260-mile bicycle record for 24 hours eclipsed by an alleged journey of 266 1-2 miles, and the tricycle record for the same period has been raised to 230 miles: but at present neither of these are established beyond dispute, the distances having been questioned. The John O'Groat's journey has been quickened on all kinds of velocipedes. Then various other riders have been employing their bicycles and tricycles over the favorite 24hours journey, some for medals offered by their clubs, others for honor and glory alone. Finally, the season closed to the tune of record-making in a series of matches against time, at the Crystal Palace track, both bicycle and tandem times being broken repeatedly, although nobody has tried to beat Sellers's record of 2.39; which, by the way, does not find any place in the Union Timekeeper's recently-compiled list of "bests," presumably because he has received no "official" information on the matter.

After all is said and done, perhaps the one "record" which has occasioned the most wide-spread astonishment has been the time made in the 100-mile road race on Kangaroo safety bicycles. Even allowing for the favorable state of the weather and wind, it was certainly a staggerer to read that a man had ridden a 36-inch wheeled bicycle 100 miles on the road in faster time than any other velocipede—not excepting the 60-inch racing bicycle—had ever covered the distance.

With the exception of the Kangaroo race, there have been no public races on the road this year. The Facile 24-hours race has been dropped; the 50-mile tricycle championship has failed to secure a single club's support, so that it is dead, and the London T. C. lost too much money last year to care about repeating their 24-hours open road-race, on tricycles. The last-named event, perhaps, is the only one about the decadence of which regret need be expressed, as it certainly did reveal a great deal of development in machines in 1883.

Developments in machines have been many and praiseworthy. The ordinary bicycle remains in statu quo, not a single improvement having been adopted this year; even the detachable handlebars, elaborate luggage-carriers, and peculiar cyclometers, which I see advertised in your American journals, find no acceptance here. But the socalled "safety bicycle," whose safety is usually restricted to its small size, making a header less probable or less severe, has gained considerable headway, and since the Kangaroo race we hear of quite a number of new machines forth-coming on similar plans. In tricycles, the season has produced some valuable novelties. To begin with, the discovery made last autumn, that Humber's tricycle was no longer protected by patent, led to a horde of copyists producing machines on similar lines, and these have lessened the output from Humber's own works, and made the "genuine Humber tricycle" a drug in the market, stocks remaining on hand at all the principal agents. Humber, however, has brought out another pattern of machine, being an adaptation of the American Star bicycle steering to a pair of tricycle wheels with ordinary rotary motion; the absence of any baptismal appellation for this machine led to the speedy adoption by the public of a nickname, taking its source from R. Cripps, the amateur who first rode the machine in public, "the Cripper" being the name which has fastened upon the new make, whether Humber likes it or not. Several partial copies of the Cripper are already getting about, and central-geared front steering tricycles are decidedly popular; but it is in tandem tricycles that the most striking developments have taken place, and the extraordinary speed attained upon these machines bids fair to make them the cycle for 1885, some sanguine riders even going so far as to prognosticate that the tandem tricycle will, ere long, surpass in speed the bicycle on the road, if not also on the path.

The tandem bicycle, au contraire, has not met with so much favor, in proportion, as it seems to have done in America.

Our great institutions have done good work and received valuable accessions to their ranks. The National Cyclists' Union, with Viscount Bury as active president, and with a major-general on its executive, is making its way among the aristocracy in a manner which it could never have done without those distinguished aids; and the Cyclists' Touring Club, despite a good deal of carping criticism in some quarters, has increased its musterroll to near upon 17,000 members.

The so-called Tricycle Union, as such, is dead! True, it still drags on a moribund existence, but not as "The Tricycle Union" was ever meant to be. A conspicuous and unpitied failure, it has finally thrown off all pretense to be a legislative body, and is going to entirely reform its constitution. What it is going to do—or aim at doing—is not as yet at all clear; but indisputably the T. U., as a legislative body, is dead.

Our press is increasing! 1884 commenced with five weekly newspapers devoted entirely to cycling, but during the year there have been two additions to the list, and the wheelman who wants to be thoroughly au fait on every passing event and controversy has to expend just tenpence per week in the purchase of the following journals, named in order of seniority :- Bicycling News, Thursday, 2d.; Cycling Times, Tuesday, 2d.; Cyclist, Wednesday, Id.; Tricycling Journal, Wednesday, Id.; Tricyclist, Friday, 2d.; Wheeling, Wednesday, 1d.; and Wheel Life, Friday, 1d. With the exception of The Cyclist, all these papers circulate principally in London; The Cyclist circulates in London as much asor more than-any of the others, but I believe its circulation is even greater in the provinces and abroad. Monthly, we are regaled with The Wheel World magazine (sixpence); and also an English edition of Outing and The Wheelman, now reduced in price to sevenpence.

This year we are promised two Christmas numbers, Wheeling having decided to compete against The Cyclist for annual honors. These publications are expected from the press very shortly, and will be issued at a shilling each, Wheeling containing 120 pages—not illustrated—and The Cyclist producing a book of an entirely novel description, profusely illustrated by a first-rate draughtsman.

You will acknowledge that British wheelmen have no occasion to complain of a paucity of technical literature. Truth to tell, it is being overdone, and the summary collapse of one or two weeklies would not be at all regretted by riders.

In future issues of THE SPRINGFIELD WHEELMEN'S GAZETTE, I hope to "boil down" all the
current news and topics in our little island, thus
saving your readers the necessity of hunting through
newspapers to find the modicum of milk contained
in the huge quantity of water usually apportioned
to it. Meantime, the compliments of the coming
season to your Springfield boys and American
cyclists generally, from WAVERLEY.

LONDON, ENG., Nov. 11, 1884.

THE SPRINGFIELD WHEELMEN'S GAZETTE, published monthly at Springfield, Mass., occupies a prominent place in the front rank of cycling journals in this or any other country. The GAZETTE is printed on the finest paper, and is a model in typographical appearance. It is ably edited by Mr. Henry E. Ducker, and thoroughly covers the field to which it is devoted in the matter of news and items of interest to wheelmen.—

Lynn Reporter.

# A MARYLAND DARKY MISTAKES BICYCLES FOR BAYONETS.

From the Washington Star.

A number of bicyclists from the Capital Club took a long run yesterday morning, over the Maryland roads. They dismounted at the top of a hill in the vicinity of Oxen Hill P. O. and, stacking their machines, took easy positions at the side of the road. Soon one of the party noticed a couple of objects moving mysteriously among the trees and brush alongside the road some distance off. Judging from their movements they did not wish to be seen, but as they drew nearer they were recognized as colored men. Just before reaching the reclining wheelmen they emerged upon the road and were passing with an air of confidence, when one of the party sung out: "What was the matter with the road, uncle?" The man addressed was bent with age, and his hair and beard perfectly white, contrasting strongly with his black skin. He stopped short, and, respectfully touching the remains of his hat, he replied, rather hesitatingly: "Well, 'fore God, boss, to tell the trufe, hit looked like old wah times was come agi'n, and me and my boy des nat'lly slinked off in de bresh to see how de land laid. While we was way off yander de sun struck dese heah contoglements," pointing to the nickeled machines, "and made 'em look des like guns piled up de way I used ter see 'em in wah times, and den we see de shinin' buttons on you all, and den we went slow."

"What would soldiers be doing here?" asked one of the party.

"Dey say de dimocrats is 'lected, and lots o' niggahs b'lieve dey is goin' back to slaves, and all dis kind o' made me skeery."

"You don't believe such stuff?"

"No, indeedy, I don't zackly b'lieve hit, but you know dey is lots o' people who doan' b'lieve in gosts, but w'en dey see sumpin' white skimmin' long de road in de dark dey git skeered a little bit; dey can't holp hit. Dat's de way wid me."

Upon talking further with the old man it was learned that among the lower classes of colored people there is a very general belief that the victory of the democrats means a return to slavery.

### THE CHURCH ON WHEELS.

[From "A Family Affair" in the English Illustrated Magazine.]

Sylvanus, on his tricycle, was a lovely sight, but one which, upon its first introduction, filled Oakbury with consternation. To see a clergyman, in a long black coat and broad-rimmed hat, working vigorously with muscular legs, and sending himself along at the rate of ten miles an hour, was an upheaval of all traditions. Only his popularity saved him. Indeed, old Mrs. Pierrepont, a parishioner in a chronic state of aggrievedness, wrote to the bishop on the subject. She called it a "bicycle machine," not exaggerating, but diminishing, so far as wheels went. The bishop was startled. A curate careering about the country on a couple of wheels did seem out of place. So his lordship wrote to the rector of Oakbury on the subject, and the rector handed the letter to Sylvanus. So far as he, the rector, was concerned, his curate might have flown about on a broomstick if by so doing he kept the bother of the parish off his superior's

Mr. Mordle, who was unable to see that his ordination vows debarred him from using such a eonvenient vehicle for getting from one end of the parish to another, did a bold thing. Knowing

that the bishop was staying at a country house some twenty-five miles away, he threw himself early one morning into the saddle or seat, and used his nether limbs to such a purpose that just before lunch time his card was sent in to his lord-ship, and in ten minutes the bishop was gravely inspecting what Mrs. Pierrepont, when speaking to her friends, called a diabolical machine.

For some minutes the bishop stood on the doorsteps, weighing the innocence or guilt of the inanimate creature at his feet, Sylvanus the while pleading its cause with his usual brisk vehemence and jerky dexterity. He expatiated on the size of his parish and on the wonderful assistance he derived from this modern invention for getting quickly over the ground. He showed his lordship the convenient little bag attached to the back, in which he carried his books of devotion, or, when occasion needed, some small creature comfort for the aged sick. He explained the action of the machine, and so raised the episcopal curiosity that an unheard of thing occurred. His lordship, gaiters and all, gravely installed himself in the seat, and, to the unutterable delight of several ladies and gentlemen who were gazing through the drawing-room windows, in a quict, dignified, leisurely way, as behooves a bishop, actually propelled his sacred self down the gravel path and up again, with no further damage than cutting up the edges of his host's lawn and knocking a couple of stones out of a rockery. The tricycle triumphed! Although the bishop did not embody an eulogistic notice of it in his next charge to his clergy, he has been known on several occasions to recommend its use in outlying dis-

### THE GUILELESS RUSTICS BEAT HIM.

From the English Bicycling News.

Give ear, please, while I tell a pleasant, instructive, and perfectly true story. A gentleman who is a demon at winning prizes, and whose private sitting room is decorated with pots and plates, and resembles nothing so much as a pawnbroker's strong room, recently went down to a country meeting where there were one or two apparently good things to be picked up by the industrious visitor. He won his heat in easy fashion and in such good time that the final seemed absolutely at his mercy. He went away and drank his own health in honor of the good time coming. Alas! there is many a slip 'twixt cup and lip. The guileless rustics smelt a rat, and with a cunning worthy of the "Heathen Chinee," took measures accordingly. The final heat duly commenced and all went swimmingly. The visitor, secure in his power, was taking things easily, when he suddenly saw two or three competitors shoot past him and begin to pedal away as though the arch fiend was behind them. He could not understand this until some one in the crowd shouted out, "Go on, go on, it is the last lap!" Then he, too, put in a vigorous spurt, and made his wheel travel like an express train, but it was no good. He was beaten. The explanation is sweet and simple. In all the previous heats the final heat had been announced by the ringing of a great bell-it was the towncrier's instrument in fact-and the sound could be heard a mile away. In the final, however, a local "Ah Sin" had quietly changed the implement of the campanologist for a tiny tinkling bell slightly smaller than that earried by the muffin man. Who shall say that innocence is confined to the city after this?

### SANDERS SELLERS.

The hero of a mile in 2.39, whose wondrous speed during the past few months has electrified and astonished the wheel world, was born at Preston, Eng., on April 21, 1863. Mr. Sellers received his education at the Preston grammar school, going thence to Chemnitz, Saxony, where he remained a year or more, and first became acquainted with the wheel, the old "bone-shaker." Mr. Sellers is 5 feet, 11 1-2 inches high, and weighs 172 pounds, is a strongly built, fine, athletic looking fellow, possessing good judgment. His racing has, as a rule, been most interesting. Mr. Sellers is a member of the Preston Bicycle Club, whose members have showered honors upon him since his return to his home. He has been feasted, dined, etc., all of which Mr. Sellers has accepted with becoming modesty, as a mark of esteem and true appreciation of his worth. The Rudge Company has presented him with a valuable gold watch for his record of 2.39 on their wheel.

Mr. Sellers commenced racing in 1881, winning in a few local handicaps and unimportant events. His first racing of any importance was in 1883, when he mounted his first racing machine, winning thirteen first and one second prize out of fifteen races, nearly all being handicaps; he was not considered a scratch man till August of the present year, when he won the two-mile handicap, and the one-mile scratch race for the fifty-guinea cup, beating several good men. He won the one and five-mile championship of the North at Huddersfield, on a grass track, August 2. August 5, at Harrogate, he was beaten in the five-mile race by D. H. Hune, the Scotch champion, by half a length, but on August 6, at Stoke-on-Trent, he beat all the noted amateurs of England, except Liles and English, in one and fivemile scratch races on a soft track. In the latter race he came in forty yards ahead of the field, among whom was Gaskell. On the 10th he out-raced Hune in a two-mile dash, and won a one-mile handicap. His last race before coming over was at Liverpool, where he won the North of England thirty-guinea cup, in a two-mile race, beating Cripps. His best time for one mile before coming to America was 2.51.

Upon his arrival at New York, Mr. H. Leeming began a systematic course of training Mr. Sellers, and under his able management he gradually improved, developing the wonderful form that has since astonished the world. Mr. Sellers and his party immediately went to Hartford to participate in the races there, September 9; it was here that Mr. Sellers received his first surprise, and in turn surprised the world with his wonderful powers. It was here that, upon seeing Frazier and his Star bicycle, he exclaimed, "If I don't beat that fellow I'll eat my machine and go home to England." "And after you've eaten the machine I'll eat you," replied Leeming, his trainer.

Mr. Sellers's first race at Hartford was in the one-mile open, in competition with Frazier, Brooks, Dolph, Norton, (but not Hendee, as he was laid up with injuries received at New Haven while training,) winning in the unprecedented time of 2m. 39s.; the next was the five-mile open, winning first in 15m. 48s. Mr. Sellers then went to Albany, N. Y., winning the half-mile dash in 1m. 23s.; he then came to Springfield, where he was expecting to meet his match, and for the first time to cope with our champion, George M. Hendee. Mr. Sellers competed in five races here, winning first prize in each event as follows :-

September 16, ten-mile open,	Time, 31.04 2-5
September 17, two-mile open,	" 6.03
September 17, half-mile dash,	" 1.18 1-5
September 18, one-mile open,	" 2.45 2-5
September 19, five-mile open,	" 16.06 2-5

in the two-mile open, and one-mile open, beating our champion, G. M. Hendee. September 23 and 24, Mr. Sellers was at New Haven, racing in three events, winning one first and two second prizes as follows: September 23, one-mile open, Hendee 1st; Sellers 2d; ten-mile open, winning first, beating Gaskell and Hamilton. On September 24 he was again defeated by Hendee in the five-mile race, time 16.54 1-4.

He then went to Boston, but the track being poor, decided not to race any more, and prepared to leave for home. Mr. Sellers is better at short



SANDERS SELLERS.

distances than long, being more of a goer than a stayer; his best distances being one and two miles.

The Wheel World says: "We are informed upon good authority that Mr. Sellers, having secured an almost unthought-of record, and beaten the best men on the path, has decided to retire upon his laurels," a statement which will be received with regret by wheelmen on both sides of the Atlantic. He should give us one year more, when we can see him at his best. We know of no wheelman in England who would be more welcome to the land of stars and stripes in 1885 than Sanders Sellers, of Preston Bicycle Club.

### A NEW MOTOR.

[From the New York Times.]

There is a farmer in Vermont who has invented a new motor that is destined to accomplish results at least as vast as those accomplished by the steam engine. The invention is a combination of the small boy and the bicycle, and by its aid an immense amount of work which has hitherto been done by hand can henceforth be done at an enormous saving of time and expense. Last year Deacon Smedley, the farmer in question, entertained among his summer boarders a young man with a bicycle. The young man wore gray knickerbockers and red stockings, and as he generally fell off his machine two or three times a day in the village street, he naturally attracted a good deal of attention. It is needless to say that Deacon Smedley's small boy-aged 14-took a great deal of interest in the bicycle, and felt that could he possess such a wonderful machine, life would have nothing more to offer him. The general verdict of the village, however, in regard to bicycles was that they were ridiculous affairs, wholly unworthy of the attention of an intelligent countryman, and several local citizens of much influence in the community went so far as to say that bicycles ought to be put down by the selectmen, by gosh!

Curiously enough, Deacon Smedley approved of the bicycle, and openly said that he wished he could afford to give one to his small boy. This was the more remarkable, since the deacon had never been known as a liberal man, and had never given his small boy anything excepting board and lodging. Not content with wishing to give his small boy a bicycle, the deacon actually opened negotiations with the bicyclist with a view to buying his machine, and one day, when the young man was under the doctor's care in consequence of a severe contusion of the skull, the deacon extorted from the bicyclist an agreement to sell his bicycle at half price.

The next step taken by this admirable father was to advise his son to hire out to a neighboring farmer, and so earn money enough to buy the bicycle. Deacon Smedley agreed to advance the purchase money, buy the machine, and hold it in trust until his small boy could repay him. Arrangements were soon made by which the small boy was to "do chores" for Squire Bartlett, and was to receive in the course of the winter the aggregate sum of thirty-five dollars. This he was to pay to his father, who had agreed to purchase the bicycle for thirty dollars, thus giving the deacon a profit of only five dollars on the transaction.

Spring came, and Deacon Smedley's small boy paid his father thirty-five dollars on the 1st day of May, and the two proceeded to the barn, where possession of the bicycle was to be formally given to the small boy. The latter was somewhat surprised when he saw the bicycle. It was suspended from the rafters of the barn at a height of about three yards from the floor. The rubber tire of the driving wheel had been removed, and a leather belt had been placed around the wheel, and connected with the crank of a feed chopping machine. With the assistance of his affectionate parent, the small boy climbed to the saddle and began to work the pedals. The revolution of the big driving wheel set the feed chopping machine in motion, and the deacon immediately proceeded to chop feed enough to last his live stock for a week. The excellent old man found that he could chop twice as much feed in a given time by bicycle power as he could in the usual way, and that instead of turning a crank, all he had to do was to feed the machine. Once or twice the machine abruptly stopped in consequence of the alleged weariness of the small boy's legs, but the deacon

# THE RUDGE RACER

SELLERS AT HARTFORD, CONN., SEPT. 9, 1884,

Rode a mile in 2 MIN. 39 SEC., beating the World's record.

The following noted flyers also ride the RUDGE RACER:-

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The CHAMPIONSHIPS OF ENGLAND, FRANCE, GERMANY, AMERICA, and SPAIN have all been won on the RUDGE RACER.



FIRST-CLASS ROADSTER at a Reasonable Price.

Rudge's Unequaled Ball Bearings to both Hollow Forks and Backbone. Direct Spokes (eighty to front wheel). Curved Handle-Bars. Parallel Pedals, nickeled.

Weight, 44 pounds.

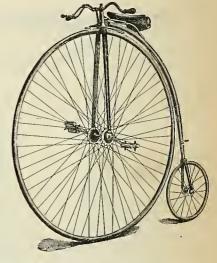


# RUDGE RACER.

One Mile Record of the World, 2 Min., 39 Sec.

Net Weight 53-in. Rudge Racer, 23 Pounds.

Price, 50-in., Painted and Nickeled, \$105. | Price, 50-in., Enameled and Nickeled, \$140. | Price, 50-in., Enameled and Nickeled, \$140.



# RUDGE LIGHT ROADSTER.

STRENGTH, LIGHTNESS, SPEED. The first Bicycle ever ridden up Corey Hill.

Hollow Rims, Tangent Spokes, crossing twice and covered at rim, Hollow Front Forks, Semi-Tubular Rear, Hollow Handle-Bar, Harwood Step, BALL PEDALS.

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CONNECTICUT,			,	883	ARIZONA,	-	-	-	3	33
NEW YORK,			246	2291	COLORADO,		•	-	3	50
NEW JERSEY,		-	87	684	UTAH, -		-	-	3	27
DELAWARE,				4	MONTANA,			-	4	7
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WEST VIRGINIA, -	-	-	2	17	CALIFORNIA,		-	-	15	171
NORTH CAROLINA, -	-	-	10	38	CANTARA -	*				0
SOUTH CAROLINA, -	-	-	5	43	CANADA, -		-	-	54 -	824
GEORGIA,	-	-	11	50	ENGLAND,				28	197
ALABAMA,	-	-	5	29	NEW ZEALAND,	·	-		7	34
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# ONLY 50 CENTS A YEAR.

THE SPRINGFIELD WHEELMEN'S GAZETTE, Springfield, Mass., U. S. A.

instantly stirred up his offspring with a pitchfork, and pointed out to him the folly of growing tired of a bicycle within the first hour or two of its possession.

Since that day the bicycle has been in constant use, and the ingenious deacon has managed to utilize its power so as to churn milk and pump water with it. The small boy does not seem to retain his original enthusiasm for the bicycle, and it is suspected that he would prefer to ride it through the streets rather than to put it to a really beneficent use in the barn. Fortunately, the deacon, though he was so indulgent as to buy his small boy a bicycle, will not permit him to abuse the gift. "No, my son," he is said to have re-

marked—"we won't have no such nonsense as falling off bicycles in the street. You just enjoy your machine in the barn where you can't get hurt, and can do some good; and I expect you to enjoy it three or four hours a day, or else you'll hear from me." The small boy evidently obeys his parent, and though he is growing rather thin, there is no immediate danger that he will injure his health or fracture his limbs by too excessive indulgence in athletic sports.

The discovery that the bicycle can be used as a motor for driving machinery opens a grand future to our bicyclists. The thousands of melancholy young men who are now aimlessly falling off bicycles in the street, and earning nothing except bruises, can hire themselves out to farmers, and make an easy and comfortable living. It may be less exciting to ride a bicycle suspended permanently from the rafters of a barn than it would be to ride the same machine over a smooth pavement, but it is much safer and also far more profitable.

We may expect soon to see the day when nearly all kinds of domestic machinery, including sewing machines, churns, and orchestrions, will be driven by bicycle power, and young American bicyclists, instead of uselessly squandering their time, and spending their money on surgeons and arnica, will lead lives of productive industry and utility, and thus become useful and even happy men.

4007

No one who saw the mere handful of men that witnessed the interesting contest last week between these two professionals (Neilson and Young) would believe that Boston is the center of cycling. —Bicycling World. And as long as this state of things continues, not one dollar will be expended on the Union track for improvement.—Boston Herald. Gentlemen, you are both wrong. Boston has long since ceased to be the "hub" of cycling; the hub was moved west just 98 miles, two years ago. What Boston wants is a live cycler who is not afraid of work.

### EDWIN FORREST LANDY.

in conformity with her established reputation for renowned human productions, Ohio, recognizing the necessity, and at the same time her ability, to have ample representatives in the cycling field, has not by any manner of means permitted herself to be totally eclipsed by the outside wheeling fraternity, without an effort on her part for a due share of honor.

A brief review of tournament names presents quite a commendable array of Ohio wheeling talent. At least the competitors of Asa Dolph from New London, Ohio, and C. W. Ashinger from Eaton, Ohio, were most decidedly impressed with that conviction at the recent Eastern meets.



EDWIN FORREST LANDY.

Edwin Forrest Landy, of Cincinnati, Ohio, although only seventeen years of age, is an excellent example of the physical benefits accruing from an athletic training, temperance principles and good habits.

Ned, as he is familiarly called, inherits from his worthy sire an ardent admiration for athletic sports in general. He is an active member of the Cincinnati gymnasium, and enjoys the distinguished honor of being the champion of the Cincinnati Bicycle Club, an enterprising and substantial organization of some thirty-five members, who are all seniors in age to Mr. Landy.

A modest appreciation of his own abilities has caused his cycling career to be mostly of a local

character. In all his ventures he has been uniformly successful.

On the 17th of May, Ned entered the two open events of the Capital Club, at Washington, D. C., a one and three-mile handicap, and succeeded in beating all his competitors with ease, from the scratch. As an evidence of his pluck, it is but necessary to state that he has twice terribly fractured his left arm, the results of unfortunate headers, besides being the recipient of innumerable sprains and bruises, which were borne with fortitude and which the ardor of cycling alone made endurable.

The convalescent condition of an injured arm debarred Mr. Landy from the privilege of enter-

ing any races last season. It gives us pleasure to state, however, that he is now in an excellent condition to compete—successfully we hope—with riders who may lay claim to a fame that is national.

A pleasant address and agreeable manner win for Mr. Landy the high esteem and admiration of his many friends and acquaintances, who cheerfully agree in predicting for the Buckeye boy a glorious future, and in hoping that his wheel may prove to him a wheel of fortune, — striking the winning card every time,—and that the race course of his life be one smooth cinder track, clar thro'.

WILLHELM.

Those who made the bicycle, on its first appearance, an object for sarcastic and humorsome comment, setting it down as a kind of vehicle only made to enable effeminate youths to disport themselves, were mistaken. The "wheel," as its devotees term it, has steadily grown in favor, both on account of its sportive and its useful character. They are now manufactured by the thousand. Bicycle clubs flourish everywhere. It has survived the "craze" epoch and has become as much of a staple, almost, as a shotgun or a fishing rod. It has also given rise to a very excellent and attractive literature, and it is, altogether, doing an admirable work. The movement of a bicycle, when directed by a skillful rider, is about as near the perfect poetry of motion as one can

conceive, its flight being on curves of beauty. The rider appears to better advantage than a skater, whose grace of action is somewhat marred by a certain awkwardness of effort with arm and leg. But the bicyclist moves by almost the same muscular play as when walking, and has, therefore, that advantage of appearance. The confidence of entire control gives the rider a special pleasure, for his wheel responds to him as though it were a part of his own physical person. The ease with which obstacles are avoided, the speed with which he flies, the sense of distance rapidly covered by personal effort, the trifle of risk from a "header," the enforced alertness—all these contribute to the rider's elation and pleasure.—Chicago Current.

# Correspondence.

# OUR SISTER CITY. HARTFORD, November 18, 1884.

Editor Springfield Wheelmen's Gazette:-

Among the recent doings of our cycling community may be mentioned the change in the presidency of the Connecticut Club. Its former president since its organization in 1879, Mr. T. Sedgwick Steele, somewhat unexpectedly resigned a fortnight since, and Mr. Stephen Terry, wellknown to cyclists throughout the country as treasurer of the L. A. W., was unanimously chosen his successor. Mr. Terry, having long been prominently connected with the League, and formerly its chief consul for Connecticut, is regarded in these parts as one having high authority in matters relating to the wheel; he has taken great interest in the club's welfare, and, as its president, will have the cordial support of every member in his future endeavors to promote its prosperity, which already owes much to his valuable coun-

It is evident that whatever actual move the club shall finally make in the matter of a new club house will at least have the benefit of much deliberation and forethought. It can afford, and needs, more convenient quarters than those now occupied, which are particularly deficient in point of accessibility; but ample discussion has as yet failed to result in a satisfactory plan for a change of location. During the coming winter the club does not propose to lapse into idleness, but will endeavor to conduct its winter campaign in a manner properly becoming its high standing socially. A club road race to New Britain, if the roads remain good, will probably be the last out-of-door jollification of the season. Roberts' opera house has been engaged for the evening of December 10, when a musical and elocutionary entertainment will be given under the club's auspices. The college glee club which is to sing, and the young lady who is to read, have each previously been separately welcomed by enthusiastic Hartford audiences, which argues well for the probability of the belief that their combined efforts will prove a great attraction.

Although the "melancholy days are come, the saddest of the year," up to the time of this writing the spirits of our cyclers do not appear to be seriously affected by the notion of sadness which the poet found suggested by the shortening days of autumn. "Wailing winds, and naked woods, and meadows brown and sere" are natural manifestations of the season's decline which don't particularly interfere with the wheelman; head winds of course excepted. The adaptation of the temperature to out-of-door sports, together with the general excellence of the roads in autumn, renders it of all the seasons the best for road riding, and fortunate indeed is the cycler who recalls any portion of his wheeling experience which afforded him greater opportunities for real enjoyment than has the autumn of 1884. The roads hereabouts are now in excellent trim, and those of our wheelmen who foolishly deplored the unusually vigorous road-mending policy pursued by neighboring boards of selectmen, which caused numerous dismounts during the summer months, now realize that their former maledictory allusions to the "road-makingfiend" were inexcusably slanderous.

Three of us indulged in a run to New Britain last Sunday forenoon, and were surprised to find

that enterprising town to be on that day the Mecca, so to speak, of cycling pilgrimages from several localities, including Meriden, Middletown, Berlin, and Cromwell; the Strickland House being the common caravansary. Of the twenty jovially hungry wheelmen who dined together it would be difficult to designate the one to be credited with the most effective work over the menu, though suspicion points to an honored representative of Connecticut's civil service, recently the victim of grossly exaggerated newspaper reports concerning the result of a broken handle-bar header. We all were enabled to realize the partial truth of what Dr. Johnson wrote a century ago: "There is nothing which has yet been contrived by man, by which so much happiness is produced, as by a good tavern or inn." (Possibly I do Dr. J. injustice by alluding to the "partial truth" of his statement, but it should be remembered that he was a notorious glutton.) After dinner the whole company formed by twos and enjoyed a quiet run about town, finishing at the summit of the beautiful Walnut Hill reservoir, an elevation of 150 feet, reached by a road sufficiently winding to be easily mounted. Here the wheels were stacked, and, as the cyclists disposed themselves to enjoy the extended view, about the only obstacle in the way of a genuine "meet" was the absence of the conventional photographer. The Hartford delegation reached home that evening with exalted ideas of the good physical results of

A word about Sunday riding, concerning which I suppose a thousand articles have already been written. Our generally accepted solution of the problem supposes the cyclist ordinarily to devote his attention to church matters in the early part of the day, and to do his riding in the afternoon. Exceptions to this rule are, of course, sometimes taken, but whenever a Connecticut Club man is seen riding on the first day of the week, it is observable that he rides decently; he does not emulate the example of Jehu, the son of Nimshi, by going furiously, neither are his journeyings accompanied by the sound of patent alarm bells and double-barreled whistles, and in no way does he betray the slightest indication of whatever paintthe-town-red order of talent he may be capable of exercising at such times and places as may properly call for its use; and he is careful to do nothing whatever which may break in upon the Sabbath peace of those who wish to spend the day in

A good deal of interest has lately been manifested concerning the respective merits of heavy and light bicycles, and it is pleasing to note what appears to be a general movement in favor of the latter. Light roadsters have advanced rapidly in popularity during the present season, and in addition to those now on the market I learn that the Columbia people have in preparation a light road machine to be equipped with detachable hollow handle-bars, tangent spokes, and hollow rims of an entirely new pattern. It so happens that your correspondent has owned and ridden five bicvcles of different manufacture, ranging in weight from fifty down to thirty-seven pounds, and he has stopped experimenting, with a firm conviction that thirty-seven pounds is good enough for him, and that the best mount for any active wheelman is the lightest machine he can find of requisite strength, carrying a not less than seven-eighths inch tire. The advantages claimed by the heavyweight theorists in their statements about strength,

rigidity, and vibration, seem to me very doubtful. Light roadsters are now all provided with hollow handle-bars and rims which are certainly stronger than the solid variety of these parts, found in most of the heavy machines; and in case of falls it should be remembered that the heavy weight has to resist the extra momentum caused by its additional avoirdupois; as to rigidity I have found my light machine amply rigid for any use that I can conceive a bicycle to be intended for, and a carefully adjusted spring and saddle render whatever extra vibration may be caused by the reduction of one-eighth inch in the size of the tire scarcely noticeable. My experience with the four heavy wheels resulted in each case in a considerable outlay for repairs, while the Rudge light roadster hasn't called for a cent in that direction yet, and it has seen some fairly rough usage; but lest you should construe this into a gratuitous advertisement of that excellent variety of wheel, let me suggest that the favoritism of a man who owns a good bicycle may in all probability be founded on much the same principle as the rustic's whose violin is always the best in the county, or the mother's whose child is invariably the finest in the world; indeed, I do not doubt the existence of several other excellent forms of light roadsters. But I would earnestly advise such active bicyclers as may now be handicapping themselves with ten or twelve pounds of useless metal to sell out, and provide themselves with good light machines for next season. They will be enabled to realize something of the sensations described by good John Bunyan after the burden dropped.

MACON, GA., Oct. 31, 1884.

Editor Springfield Wheelmen's Gazette:-

The Georgia State Fair has closed, and with it has passed away the first attempt at racing of the Macon Bicycle Club. The races were held on October 28 and 29, and were as follows:—

First day, first event, five-mile race, prize \$100, or its equivalent; second event, slow race, 200 yards, prize \$25, or its equivalent; third event, one-mile race, prize \$25, or its equivalent; fourth event, two-mile race, prize \$50, or its equivalent.

Second day, first event, time race, one-mile; prize, entrance fees to previous races; second event, ten-mile race, open only to members of Macon Bicycle Club; prizes, club championship medal, value \$30, for first, and \$15 medal for second.

The entrees in the five-mile race were: J. H. Polhill, Macon; J. H. Freyer, Atlanta; J. Slocumb, Macon; and J. C. Flynn, Macon. Polhill won in twenty-two minutes.

Slow race contestants were: J. H. Freyer, Atlanta; and J. M. Horton, J. C. Flynn, J. H. Polhill, Tex. Gamble, Charles Guernsey, and Joseph Wilbourne, of Macon. Wilbourne won in 9.40.

One-mile race contestants were: J. M. Horton, J. H. Polhill, J. Slocumb, of Macon, and J. H. Freyer, of Atlanta. Polhill won in 4.11.

Two-mile race contestants were: J. H. Polhill, Macon; Abbot Thomas, Savannah; J. H. Freyer, Atlanta. Polhill won in eight minutes.

Time race entries: Charles Guernsey, J. Slocumb, J. M. Horton, Conrad Winberg, Tex. Gamble, and J. H. Polhill, of Macon, and J. H. Freyer, Atlanta. Guernsey won, time being 7.03.

Ten-mile club race entries: J. Slocumb, C. Winberg, Charles Guernsey, Tex. Gamble. Slocumb won in fifty minutes.

The track used was one lately constructed by

the Macon Bicycle Club, and, owing to the short time in which they had to get it ready, it proved a perfect failure for racing purposes. Several racing machines were on hand, but could not be used to any advantage on the track, and the boys had to resort to their regular road machines, contenting themselves with winning the prizes without making a record. The prizes were offered by the Fair Association, and presented in cash, or its equivalent, at the option of the winner.

Now, Mr. Editor, I have a question to ask you concerning the ten-mile club race. In running the race Slocumb gained one lap (one-quarter mile) on the other contestants, and when he had finished his ten miles, winning the first prize, Messrs. Guernsey and Winberg, following in the order named, crossed the nine and three-quarter mile scratch. Guernsey, thinking that as Slocumb had completed the ten miles, the race was over, stopped, while Winberg completed his tenth mile.

The judges ruled that the race was over when Slocumb completed the tenth mile, and as Guernsey crossed the scratch first afterwards, awarded him the second prize. Their ruling is disputed, it being claimed by some that Winberg is entitled to the second prize. Now what do you say about it?

Our club continues to improve, and we have now, without a doubt, the strongest club in the State. Light road machines are taking the places of the old heavy machines, and with its present record in races, the Macon Bicycle Club bids fair to outrival any of its sister clubs. Our captain, J. H. Polhill, now holds the championship of Georgia and Alabama.

[The judges ruled wrongly.-Ed.]

# Among the Clubs.

THE WASHINGTON CYCLE CLUB has lately leased for a term of years the spacious building, No. 1023 Twelfth street northwest, and has refitted and refurnished it at great expense for the use of its members. The building, which is two stories in height with a basement, was formerly used as a young ladies' academy by Mme. Buscher, and the ample school rooms are fully adapted to the uses of the members of the club. On the first floor is a reception room, which has been handsomely furnished with red and gold curtains for portieres. with chairs and tables and conveniences for writing sufficient for all the present or any additional members. Handsome Japanese screen ornaments are hung on the walls and fine rugs scattered about on the painted and waxed floor, while strewn about are all the cosy and comfortable appliances for the enjoyment of a veritable bachelor's hall. The basement is for the storage of the machines, and an easy entrance is effected thereto by a folding door on an alley within a few feet of Twelfth street. The halls and stairways are completed nicely, and on the upper floor in one room, known as the club room, is a pool table of the best make. Maps of the country adjacent are hung on the walls, with the best routes picked out for projected excursions. In another room is a rowing machine for exercise (for many of the members are also members of the boat clubs).

Take it all in all, the Washington Cycle Club has splendid headquarters fitted up, and it has not gone in debt to any great extent to provide these excellent accommodations.

The club was established on March 13, 1883, with a baker's dozen of members, but it now

numbers about forty-five members. This club is composed of professional men—lawyers, doctors, and prominent merchants, etc.,—and great care is exercised in the admission of new members, as the object of the association is to gather together those only who will be in agreeable and harmonious companionship. No one is admitted who is not over 21 years of age, and thus the entrance of youths which has sometimes embarrassed the other cycle clubs has been avoided. The officers of the club are: President, Dr. E. T. Pettingill; vice-president, H. H. Bliss; treasurer, Dr. W. T. Fizer; secretary, J. H. Hawley; captain, L. M. Kruger; lieutenant, A. P. Crenshaw; second lieutenant, Lewis Flemer.—National Republican.

THE MANCHESTER BICYCLE CLUB has been making the most of its time before putting up its wheels for winter quarters. October 18, a very interesting series of races were run at the driving park. The races were close and held the attention of the spectators throughout. Frank Moulton took first prize in the one-half-mile race, time, 1.49 and 1.59 1-2; Ed. Sturgis, second prize, and J. N. Pearsons, third prize. Eight-mile handicap: first prize, Natt K. Noyes, time, 36m. 40 1-2s., start, 1 1-2m.; second prize, Moses Sheriff, time, 35m. 11 1-2s. scratch; third prize, J. N. Pearsons, time, 35m. 12 1-2s. scratch. The one-mile consolation race was won by S. C. Kennard in 4m. 35s. Mr. Kennard was leading in the eight-mile race when he took a bad header and withdrew, but had pluck enough left to take in the one-mile race, in which he rode the last one-eighth mile with one handlebar, having pulled off the other side, it being cracked by his fall in the eight-mile race. Saturday, November 15, the annual hill climbing contest was run for a silver medal, presented to the club by Mr. C. H. Wilkins (who was the winner last year). The place selected was one-quarter mile on the Park-street hill, one of the steepest hills out of the city. Lieutenant Moses Sheriff was the winner in 1m. 25s. There were six entries and but two finished, owing partially to the rough condition of the hill.

THE CITIZENS CLUB will give a house warming to the neighboring clubs and their friends at its new club house, 313 West 58th street, on Wednesday evening, December 3. The programme consists of a varied musical entertainment by the club members, humorous selections by Mr. Robert J. Burdette, a brief lecture by Mr. Thomas Stevens, who recently rode from San Francisco to Boston on his bicycle, and amateur sparring. The arrangements are in the hands of a competent committee, and it promises to be one of the most successful and recherche affairs ever given in bicycling circles. A well known caterer has been engaged to supply the wants of the inner man, and already the cards of admission are eagerly sought for.

THE CHICAGO BICYCLE CLUBS will give an exhibition at the Le Grand skating rink, November 25, consisting of the following: 1. Grand march, participated in by members from all of the bicycle clubs in Chicago; 2. An exhibition of skill by Mr. M. P. Warner, Chicago Bicycle Club; 3. First heat of a one-mile bicycle race; 4. Club drill, Hermes Bicycle Club; 5. Fancy bicycle riding by Mr. Ed. F. Brown, Chicago Bicycle Club; 6. Second heat of one-mile bicycle race; 7. Club drill, Chicago Bicycle Club; 8. Fancy bicycle riding by Mr. A. G. Bennett, Chicago Bicycle Club; 9. Final heat of one-mile bicycle race; 10. Club drill, Æolus Bicycle Club; 11. Two-mile bicycle

dash; 12. Fifty-yard slow race; 13. One-mile time race.

THE ROTA CLUB, of Holyoke, made its first public appearance in the recent bicycle tournament, and showed conclusively that "tall oaks, etc.,"—as the club was projected by "two or three gathered together," and now has a membership of twelve, all uniformed, wheeled, and equipped. They received many deserved compliments for their neat appearance in the recent parade.

THE PLAINFIELD (N. J.) BICYCLE CLUB'S SIX months and twenty-four hours road records, as contested for during the past season by the members, were won by the following: Six months: first, D. M. Runyon, 3,006 miles; second, R. Pound, 1,650 miles. Twenty-four hours: first, A. L. C. Marsh, 150 1-2 miles; second, Dr. J. H. Cooley, 140 1-2 miles.

THE SPRINGFIELD BICYCLE CLUB, at its regular meeting, Thursday evening, November 20, voted to have none but active members in the club. The club also appointed a committee to secure plans and lot for a club house. The house will be especially adapted to the wants of the club, and the handling of large tournaments.

THE BUCKEYE BICYCLE CLUB (Columbus, O.) held a successful smoker on Wednesday evening, November 19. Our inability to wheel the distance in twenty-four hours prevented our appearance.

THE PORTLAND WHEEL CLUB will give a ball in the city hall, December 18. The affair will include a parade by the club, a drill by a picked squad of cight, and fancy and trick riding.

THE SPRINGFIELD BICYCLE CLUB will hold its fourth annual concert, exhibition, and ball, Monday evening, February 23, 1885. Look out for something far in advance of former occasions.

THE BRATTLEBORO BICYCLE CLUB has obtained club rooms in Crosby's block, where visiting wheelmen will always be welcome.

THE CHICAGO BICYCLE CLUB leads the world on touring as the Springfield boys do at racing.

THE OAKLAND CLUB is one of the things that were. An effort is being made to resurrect it.

THE KINGS COUNTY WHEELMEN, of Brooklyn, are to erect a club house.

THE MASSACHUSETTS CLUB has nearly completed its club house.

### CLUB ELECTIONS.

JAMESTOWN BICYCLE CLUB (N. Y.)—President, Charles E. Gates; vice-president, Burt Hazzard; secretary, Edward Dempsey; treasurer, Charles A. Price; captain, J. Peterson.

KENTON WHEEL CLUB (Covington, Ky.)—President, Henry Pepper; captain, Robson C. Greer; secretary and treasurer, Thomas J. Willison; bugler, H. S. Rodgers.

LOUISVILLE WHEEL CLUB (Ky.)—President, C. F. Johnston; secretary and treasurer, Charles Van Overbeke; captain, Prince Wells.

NASHVILLE BICYCLE CLUB (Tenn.)—President, A. J. Dyas, Jr.; vice-president, J. R. Doutch; secretary and treasurer, J. B. Burdett; captain, J. Gibson; first lieutenant, E. A. Cole; second lieutenant, V. L. Cunningham; standard bearer, J. V. Polk.

Pennsylvania Bicycle Club. — President, Frederick McOwen; vice-president, Edgar C. Howell; recording secretary, Arthur H. McOwen; corresponding secretary, Isaac Elwell; treasurer, Frederick Brown; captain, C. Arthur Roberts.

# COMPARATIVE CYCLING RECORDS.

### AMATEUR BICYCLE

AMATEUR BICYCLE.						
AN	MERICAN.		MILES.		ENGLISI	H.
HOLDER,	DATE.	TIME,	prining.	TIME.	DATE.	HOLDER.
George M. Hendee Sanders Sellers George M. Hendee Sanders Sellers H. W. Gaskell George Webber Lewis B. Hamilton H. W. Gaskell Lewis B. Hamilton Lewis B. Hamilton Lewis B. Hamilton John Brooks John Brooks Sanders Sellers T. W. Midgley E. Pettus E. Sellers H. J. Hall, Jr. C. Frazier W. S. Clark U. S. Clark W. S. Clark W. S. Clark U. S. Clark W. S. Clark U. S	Oct. 16, 1884 Sept. 9, 1884 Oct. 16, 1884 Sept. 9, 1884 Sept. 17, 1884 Sept. 17, 1884 Sept. 17, 1884 Sept. 17, 1884 Sept. 18, 1884 Sept. 18, 1884 Sept. 16, 1884 Sept. 16, 1884 Sept. 16, 1884 Sept. 20, 1883 Sept. 20, 1884 Sept. 14, 1880 Feb. 21, 1880	TIME.  .38 1-5 1.18 1-5 1.59 2.39 5.42 3-5 8.36 2-5 12.11 3-5 15.02 2-5 18.24 2-5 22.21 3-5 22.21 3-5 22.21 3-5 23.0.07 1-5 35.44 8.55 42.09 45.34 3-5 48.55 42.09 15.62 25 3-5 1.02 25 3-5 1.02 25 3-5 1.02 25 3-5 1.02 25 3-5 1.02 25 3-5 1.02 25 3-5 1.02 25 3-5 1.02 46 1-5 1.23 10 1.16 25 3-5 1.20 31 1.16 25 3-5 1.20 31 1.17 108 2-5 1.20 38 47 2 12 34 2 08 47 2 12 34 2 08 47 2 12 34 2 08 47 2 12 34 2 08 47 2 12 34 3 40 31 2 40 31 2 40 31 2 40 31 2 47 25 3 36 41 2 40 31 2 47 25 3 36 41 2 47 25 3 36 41 2 47 25 3 36 41	1-4 1-2 3-4 1 2 3-4 1 5 6 7 8 9 101 123 145 167 189 221 223 245 267 228 228 229 231 233 234 235 236 236 238 236 238 236 238 238 236 238 238 238 238 238 238 238 238 238 238	.39 1, 19 3-5 2, 01 3-5 2, 41 1-5 5, 33 2-5 8, 32 11, 24 14, 18 17, 33 3-5 20, 30 23, 28 4-5 26, 22 2-5 32, 19 2-5 32, 19 2-5 33, 16 41, 29 3-5 47, 26 50, 22 53, 20 56, 15 59, 06 3-5 1, 06, 35 59, 06 3-5 1, 10, 09 3-5 1, 13, 26 3-5 1, 10, 09 3-5 1, 13, 26 3-5 1, 10, 09 3-5 1, 13, 26 3-5 1, 10, 22 53, 30 1, 40, 31 1, 52, 58 1, 29, 18 1, 29, 18 1, 29, 18 1, 29, 18 1, 20, 33 1, 40, 31 1, 52, 58 1, 20, 30 1, 40, 31 1, 52, 58 1, 52, 59 1, 50, 50 1	Aug. 23, 1884 July 3, 1884 July 3, 1884 July 7, 1882 Sept. 11, 1884 Sept. 25, 1884 Sept. 25, 1884 Sept. 25, 1884 Sept. 11, 1884 Sept. 12, 1880 Sept. 22, 1883 Aug. 25, 1883	H. A. Speechley A. Thompson H. L. Cortis R. H. English G. L. Hillier G. L. Hillier G. L. Hillier R. H. English R.
L. H. Johnson	Feb. 21, 1880 Feb. 21, 1880 Feb. 21, 1880 Feb. 21, 1880	2.54.50 2.58.34 3.02.23 1-2 3.06.09	45 46 47 48 49	2.27.05 4-5 2.30.33 2-5 2.34 04 3-5 2.37.43 1-5 2.41.08 2-5 3.12 58 2-5	July 29, 1882 July 29, 1882 July 29, 1882 July 29, 1882	M. H. Jephson Hon, I. K. Falconer M. H. Jephson M. H. Jephson M. H. Jephson H. J. Falconer
L. H. Johnson	Feb. 21, 1880	3.09.45 1-4	50	2.43.58 3-5	July 29, 1882	Hon. I.K. Falcone

### PROFESSIONAL BICYCLE.

AMERICAN.			MILES.		ENGLISH.		
HOLDER.	DATE.	TIME.	MINIMS.	TIME.	DATE.	HOLDER.	
R. A. Neilson	Sept. 17, 1884	.40 2-5	1-4	,41	July 31, 1880	W. Phillips	
R. Howell	Sept. 17, 1884	1.21	1-2	1.20	Aug. 18, 1883	R. Howell	
R. Howell	Sept. 17, 1884	1.59 2-5	3-4	1.59 4-5	Aug. 18, 1883	R. Howell	
J. S. Prince	Sept. 17, 1884	2.39	1	2.40 3-5	Aug. 18, 1883	R. Howell	
W. M. Woodside	Sept. 17, 1884	5.45 3-5	1 2 3	5.36 4-5	May 28, 1880	F. Cooper	
R. Howell	Sept. 16, 1884	8.36 2-5	3	8.45	Sept. 15, 1883	R. Howell	
R. Howell	Sept. 19, 1884	12.11 3-5	4	11.43	Sept. 15, 1883	R. Howell	
R. Howell	Sept. 19, 1884	15.02 2-5	4 5	14.28	Oct. 8, 1883	R. Howell	
W. M. Woodside	Sept. 17, 1884	18.24 4-5	6	17.44	Sept. 15, 1883	R. Howell	
W. M. Woodside	Sept. 17, 1884	21.27 2-5	7	20.36	Sept. 15, 1883	R. Howell	
W. M. Woodside	Sept. 17, 1884	24.21	8	23.32	Aug. 18, 1883	F. Lees	
W. M. Woodside	Sept. 17, 1884	27.21 3-5	9	26.34	Aug. 18, 1883	F. Lees	
R. Howell	Sept. 17, 1884	29 20	10	29.22	Aug. 18, 1883	F. Lees	
R. James	Sept. 20, 1883	35.25 1-5	11	32.19	Aug. 18, 1883	F. Lees	
J. Keen	Sept. 20, 1883	38 52 2-5	12	35.17	Aug. 18, 1883	F. Lees	
R. James	Sept. 20, 1883	42.19 2-5	13	38.14	Aug. 18, 1883	F. Lees	
W. J. Morgan	Sept. 20, 1883	45.49 3-5	14	41.16	Aug. 18, 1883	F. Lees	
W. J. Morgan	Sept. 20, 1883	49.15	15	44.12	Aug. 18, 1883	F. Lees	
J. S. Prince	Sept. 20, 1883	52.43 1-5	16	47.10	Aug. 18, 1883	F. Lees	
R. James	Sept. 20, 1883	56.12	17	50.06	Aug. 18, 1883	F. Lees	
R. James	Sept. 20, 1883	59.45 1-5	18	52.56	Aug. 18, 1883	F. Lees	
R. James	Sept. 20, 1883	1.03.26	19	55.47	Aug. 18, 1883	F. Lees	
H. W. Higham	Sept. 20, 1883	1 06.30	20	58.34	Aug. 18, 1883	F. Lees	
J. S. Prince	May 25, 1882	1.11.45 1-4	21	1.04.45 4-5	Aug. 2, 1883	T. Battensby	
J. S. Prince	May 25, 1882	1.14.35 1-4	22 23	1.07.58 2-5	Aug. 2, 1883 Aug. 2, 1883 Aug. 2, 1883	T. Battensby	
J. S. Prince	May 25, 1882	1.18.36	23	1.11.12	Aug. 2, 1883	T. Battensby	
J. S. Prince	May 25, 1882	1.22 36 1-4	24	1.14.31 2-5	Aug. 2, 1883	T. Battensby	
W. M. Woodside	Dec. 15, 1883	1.26.07	25	1.17.20 4-5	Aug. 2, 1883	T. Battensby	
W. M. Woodside	Dec. 15, 1883	1.43.43 1-2	30	1 33 30	July 5, 1884	F. Lees	
W. M. Woodside	Dec. 15, 1883	2.02.56	35	1.50.24	July 5, 1884	F. Lees	
D. Stanton	Feb. 14, 1880	2.21.18 1-4	40	2.10.14	July 5, 1884	T. Battensby	
D. Belard	Feb. 14, 1880	2.43.55 1-2	45	2.28.58	July 5, 1884	T. Battensby	
J. S. Prince	June 9, 1882	2.59.15	50	2.47.20	July 5, 1884	F. Wood	

# AMATEUR TRICYCLE.

AMERICAN.			MILES.		ENGLISI	-1.
HOLDER.	DATE.	TIME.	MILES.	TIME.	DATE.	HOLDER.
R. Chambers R. Chambers R. Chambers R. Chambers R. Chambers E. P. Burnham R. Chambers R. Chambers R. Chambers	Sept. 18, 1884 Sept. 18, 1884 Sept. 18, 1894 Sept. 18, 1894 Sept. 16, 1894 Sept. 19, 1894 Sept. 17, 1884 Sept. 17, 1884	.48 2-5 1.35 2.24 1-5 3.13 1-5 6.27 10.07 14.08 17.14 2-5	1.4 1.2 3.4 1 2 3 4 5 6 7	.47 1.32 1-5 2.18 3.03 2-5 6.26 3-5 9.45 13.03 16.19 19.35 22.54 26.09 29.23 32.33 3-5	July 12, 1884 June 21, 1883 June 21, 1883 June 21, 1883 Sept. 25, 1884 June 21, 1883 June 21, 1883	H. J. Webb M. J. Lowndes M. J. Lowndes H. N. Corsellis H. J. Webb M. J. Lowndes

# AMATEUR TRICYCLE - English.

HOLDER,	DATE.	TIME.	MLS
M. J. Lowndes	June 21, 1883	32.33 3-5	10
C. E. Liles	June 21, 1884		15
C. E. Liles	June 21, 1884	1.10.50	20
C. E. Liles	June 21, 1884	1.28.58	25
H. J. Webb	Aug. 7, 1884	1 50.43 1-2	30
H. J. Webb	Aug. 7, 1884	2.13.07 1-4	35
H. J. Webb	Aug. 7, 1884	2 31.57 1-2	40
H. J. Webb	Aug. 7, 1884	2.52 35 1-4	45
H. J. Webb	Aug. 7, 1884	3.11.15	50
H. J. Webb	Aug. 7, 1884	3 35 25 1-2	55
H. J. Webb	Aug. 7, 1884	3 56.28	60
H. J. Webb	Aug. 7, 1884	4 20.14	65
H. J. Webb	Aug. 7, 1884	4.43.16 1-4	70
H. J. Webb	Aug. 7, 1884	5.06 17	75
H. J. Webb	Aug. 7, 1884	5.16 21 3-4	80
H. J. Webb	Aug. 7, 1884	5.47 14	85
H. J. Webb	Aug. 7, 1884	6.06 07	90
H. J. Webb	Aug. 7, 1884	6 25.17 1-2	95
H. J. Webb	Aug. 7, 1884	6.43.32 1-2	100

# AMATEUR TANDEM BICYCLE - American.

HOLDERS.	DATE.	TIME.	MLS
R. F. and W. C. Stahl	Sept. 18, 1884	.46	1 2
R. F. and W. C. Stahl	Sept. 18, 1884	1.32 3-5	
R. F. and W. C. Stahl	Sept. 18, 1884	3.13 3-5	
C. H. Miller and F. Brown	Sept. 17, 1884	6.55 2-5	
C. H. Miller and F. Brown	Sept. 16, 1884	10.14 1-5	

### AMATEUR TANDEM TRICYCLE— English.

HOLDERS.	DATE.	TIME.	MLS
W. Brown and J. S. Smith H. F. Wilson and R. Cripps H. F. Wilson and R. Cripps H. F. Wilson and R. Cripps H. F. Wilson and R. Cripps W. Brown and J. S. Smith W. Brown and J. S. Smith W. Brown and J. S. Smith	Oct. 23, 1884 Oct. 23, 1884 Oct. 23, 1884 Oct. 23, 1884 Oct. 18, 1884	2 10 2 54 5.54 9.17 12 27	1-4 1-2 3-4 1 2 3 4 5

# AMATEUR BICYCLE WITHOUT HANDS — American.

HOLDER.	DATE.	TIME.	MLS
C. H. Chickering	Sept. 17, 1884	.46 2-5	
C. H. Chickering	Sept. 17, 1884	1.28 3-5	
C. H. Chickering	Sept. 17, 1884	2.14	3-4
H. S. Wollison	Sept. 17, 1884	3.00 2-5	

# AMATEUR BICYCLE - Australian.

HOLDER.	DATE.	TIME.	MLS
W. S. Hazelton	Nov. 9, 1882	.46	1-4
W. S. Hazelton	Nov. 9, 1882	1.31	1-2
W. S. Hazelton	Mar. 17, 1883	2.43 4-5	1
W. S. Hazelton	Mar. 25, 1881	6.14	2
W. S. Hazelton	Mar. 25, 18£1	9 25	3
W. S. Hazelton	Mar. 25, 1881	12.38	4
W. Tyler		15.47	5
W. S. Hazelton	Mar. 25, 1881	19-10	1 2 3 4 5 6 7 8 9
W. S. Hazelton	Mar. 25, 1881	22 30	7
W. S. Hazelton	Mar. 25, 1881	25.48	8
W. S. Hazelton	Mar. 25, 1881	29.14	
W. S. Hazelton	Mar. 25, 1881	32 32	10
F. Lester	May 24, 1881	1.24.41 1-5	25
H. Stokes	Oct. 27, 1883	3.12.00	50
E. White	Nov. 9, 1883	6 17.43	75
F. W. Briggs	Jan. 31, 1884	9.11.00	100

### 100 Miles on the Road-Bicycle.

G. Smith,			7h. 11m. 10s.	English
S. G. Whittaker,	Oct. 2	2, 1884,	Sh. 6m.	American
F. W. Briggs,	Jan. 3	1, 1883,	9h, 11m,	Australian

### 100 Miles on the Road-Tricycle.

H. J. Webb, Sept. 27, 1884, 7h. 35m. English W. R. Pitman, Oct. 4, 1884, 11h. 30m. American

### 24 Hours on the Road-Bicycle.

J. H. Adams, Oct. 4, 1884, 266 1-4 miles, English Tracy, Oct. 16, 1884, 200 1-16 miles, American American

### 24 Hours on the Road-Tricycle.

W. F. Sutton, Sept. 12, 1884, 230 miles, English

Miss J. Chaice of South London rode a tricycle 113 miles in 15 h. 30 min. riding time, July 15, 16, 1883.

# Greatest Distance Without Dismounting.

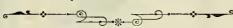
H. W. Higham, March 18, 1880, rode 230 miles, 469 yards in 16 hours, 59 minutes, 30 seconds.

# Greatest Distance in the Hour.

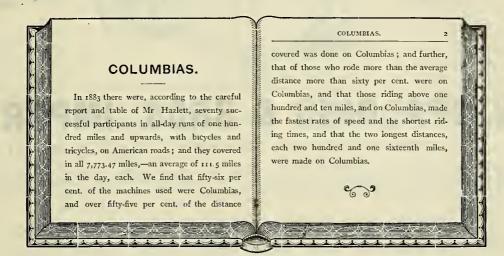
R. H. English, Sept. 11, 1884, 20 m. 560 yds. Eng. Amateur F. J. Lees, Aug. 18, 1883, 20 m. 905 yds. Eng. Profess'l







#### STANCH AND RELIABLE ROADSTERS.



One of the many advantages of possessing a Columbia Machine is that these Machines are made upon the

#### INTERCHANGEABLE SYSTEM.

and in case of breakage (the best mechanical contrivance, whether bicycle or carriage, is liable to meet with accident), the owner can immediately procure a duplicate part of the Company, or of their Agents, located at all important points.

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Patent RUBBER STEPS, Etc.

The Ideal Bicycle is nicely finished, having Nickeled Head, Handle-bars, Cranks, Saddle Spring, Wheels nicely varnished and gold striped. Every Bicycle is furnished with Tool Bag, Oil

Sizes from 38-inch to 50-inch.

Can, and Nickeled Wrench.

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Beg to call the attention of riders to the fact that they now have one of the largest and best assorted stocks of Wheels and Sundries in the United States, including the D. H. F. "PREMIER," the "ROYAL," the "POPULAR," and the celebrated "No. O PREMIER," (Hillman, Herbert & Cooper, Makers,) the lowest-price ball-bearing Machine on the Market.

We are also Sole Western Agents for the "HARVARD SPECIAL," "YALE," and "CORNELL."

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NEW YORK CITY. receipt of 25 cents in stamps.

#### NEW YORK GLEANINGS.

Mr. Edwin Oliver has again returned to New York.

Our new young racer, Mr. Searls, in a trial mile at the Seventh Regiment grounds, last week, accomplished the distance in 2.53.

Mr. Wm. H. Book thinks of retiring from the wheeling ranks. Everybody has heard of it. We sincerely hope Mr. Book won't leave us.

The New York Toy Co., of which R. L. Coleman is manager, signify their intention of taking a lot of Rudges at the outset of next year.

R. V. R. Schuyler has the handling of the new safety wheel, the Kangaroo, and predicts that in two years they will entirely have superseded other makes of machines.

Elliott Mason, agent of the Pope Manufacturing Company, intends taking larger quarters soon. He reports trade rather dull at present, but picking up.

Mr. Frank Egan, president of the Ixion Bicycle Club, of New York, has left for New Orleans. Before leaving he sold his machine, and said that he intended to give up riding.

In the person of Mr. Frank G. Du Bois, Mr. Bidwell has taken into partnership a cycler of undoubted integrity and capacity, and, above all, is also in the possession of quite a sum of the needful.

Messrs. Jenkins, Beckwith, and Nelson have almost entirely recovered from the effects of their late falls. The last named, who hit his head in falling, "is a little off at present," but promises to come around in a short period.

The Ladies' Tricycling Club holds another run, on December 8. Miss Huss has resigned the secretaryship of the organization. Miss Farley, the newly appointed scribe, rides a sociable, and invites all newspaper men to take a ride with her some future day.

The Amateur Athlete proprietors now sign themselves, Wm. T., Geo. D., and E. P. Baird. Who runs the machine, anyway? The general Athlete I think has improved in appearance, but the organ does not reflect much credit on the cranky wheelist who edits it.

At the games of the Seventh Regiment on the 23d, the one-mile was won by A. B. Rich, 25 yards, in 3.12 2-5. The three-mile was won by same man, in 10.52 2-5. Mr. Rich is a member of Company A., and lives on Staten Island. Soon he will astonish the bicycling world with some fast time, if appearances are not deceitful.

It is said that Wheeling intends to have a New York edition issued, to be printed in this city. No doubt exists as to the success of the plan. America's wheel papers are all run on the "long winded" plan, and with hardly any fun. The success of Wheeling in England predicts its future greatness on this continent.

The Citizens Club now has eighty-four members, and two honorary. The names of the latter are Egbert E. Viele (park commissioner), and Dr. J. S. Spencer, Jr. Among its ranks are five lawyers, three journalists, three dealers in bicycles and tricycles, two physicians, one Catholic priest, one dentist, three leather merchants, and three soldiers.

The park commissioners have at last granted to the Citizens, the privilege for all cyclers to ride in different parts of the Central Park all day.

The Citizens Club is held accountable for all accidents, etc. "The privilege was secured alone by the influence of F. G. Bourne, and but for this gentleman the cyclers of New York would even now be looking wistfully at the Park, but from outside the walls.

The club house of the New York Club consists of one room, and is located in a very undesirable part of the city. The club as a body is never heard of, and, as yet, I have not seen a club run of theirs. 'Tis indeed true that "but for the president, Mr. Adams, the club would have reposed in the silent grave long ago." However, it is not much of an organization, anyhow, and who would sing the requiem in case it were to die? Who?

The Citizens Club will hold a house warming at its club house, on the evening of December 3. The programme includes a general musical entertainment by the members, sparring between Professor Watson of England, and Fred Munro. Burdette will help with some witticisms, and to wind up there will be a grand feast. Messrs. Wells & Clapp have the matter in charge, and promise to make it the most successful affair of the kind ever given in wheeling history.

AWARD.

#### Rews Rotes.

Prince means to try twenty miles in the hour.

The C. T. C. had 16,409 members up to October 1.

The wheeling season opens in New Zealand when ours is closing.

William McWilliam retires from wheeling, much to the regret of many.

G. W. Marble, of Chicago, has obtained a patent on a bicycle saddle.

The roads about Denver, Col., are said to be fine for cycling purposes.

The presidential tricycle beat the two-horse shay in the late election.

This is the time of year when the Australian wheelman's heart leaps for joy.

There are three agencies in San Francisco, now, for the sale of first-class wheels.

The bicycle clubs in New York and vicinity devoted election day to road riding.

Prince settles in Washington this winter, and will open a bicycle school and agency.

John S. Prince says if he had been pushed at Springfield he could have made the mile in 2.37.

. Captain Pitman is enthusiastic over the value of the Columbia power gear, in a tricycle road race.

Zacharias & Smith are now applying ball bearings to the Star machine at their shops in Newark.

"For rough roads give me the tricycle and then I can get there every time," says Grover Cleveland.

Prince's victory at Springfield, with his 2.39, has placed our Jack out of the reach of ordinary mortals.

On a number of the English paths the riders have the pole on the right hand and ride to the right.

Congress must pass an appropriation for a cycle house for the next president, in fact for all future ones.

The hollow vulcanite handles supplied on this year's Columbias are appreciated by hundreds of riders.

A new chapter for Karl Kron's book: "From Buffalo to the White House, on a tricycle, March 1, 1885."

The Jamestown Bicycle Club, Jamestown, N. Y., will build a bicycle track on the fair grounds next year.

Prince made his 2.39 on a Duryea saddle.— Western Cyclist. Eye witnesses declare it was a Royal Mail bicycle.

The N. C. U. have erected over 500 of their dangerous hill sign-boards in England, France, Halifax, and Jersey.

A handsome medal is being made for John S. Prince, to be presented to him commemorative of his 2.39 at Springfield, Mass.

It is demonstrated every day that for a hard journey the tricycle leads. As for instance Grover Cleveland's run on November 4.

The Washington monument has reached a height attained by no other monument in the world. Likewise John S. Prince.

The Rovers, of Delaware, O., claimed the state record for 24 hours, 125 miles. The Cleveland Club comes next, with 112 5-8 miles.

The tubular rear-fork now fitted on the Expert Columbia is a model of strength, combined with lightness and handsome appearance.

Forty members of the Ladies' Tricycle Club, of New York, recently responded to a call for a club run. The club numbers fifty members.

A writer in *Wheeling* gives his version of a flat as follows: "The flattest of flat's is Yankee Doodle on a wheel making pace for Howell."

Stephen Terry, L. A. W. treasurer, has been elected president of the Connecticut Bicycle Club, of Hartford, *vice* T. Sedgwick Steele resigned.

Osborn & Alexander, San Francisco, finding their sale of bicycles so large, have opened a bicycle wareroom to supply the increasing demand.

Leopold Wallau, of New York, has presented to Henry E. Ducker a beautiful miniature gold bicycle, perfect in all of its details and make-up.

Sanders Sellers was presented with a valuable gold watch by D. Rudge & Co., in recognition of his successful wheeling career while in America.

The annual road race of the Ixion Bicycle Club, from New York city to Yonkers, was run November 5, and was won by P. M. Harris in th. and Iom.

W. J. Johnson and Fred Westbrook should both be ruled off bicycle tracks in the future; their proceedings in Kansas City are a disgrace to bicycling.

The Digestine Company, of Lynn, has conferred another boon upon cyclers in putting out a driving map of Worcester county, which shows all the roads.

"If I had the villain here I'd make him eat his bicycle, wheel and all," says Pauline Clark's father in speaking of the elopement of Harry Tufts with the fair Pauline.

Our English cousins say it is a moral impossibility for Hendee to beat their records, for every one knows that American time is at least six hours behind their time.

The Wheel World for November contains a portrait of Sanders Sellers, an account of three weeks' tour through Germany, a sociable tour, the lady racing question, etc.

Politicians, take heed, the excellent run and

final success of Grover Cleveland for the presidency of the United States was due to the fact of his excellency's being a cycler.

The Bay City Wheelmen, San Francisco, propose to hold a bicycle meet of their own, and the racers will ride for their friends' amusement and their own glory. (No prizes.)

Brooks and Woodside are now practicing daily on Star machines, at Blossburg, Pa., and are loud in their praises of them. They intend to do some long distance riding on them before long.

The Bicycling World offers the following advice to a novice: "Eat when you are hungry, drink when you are thirsty, rest when you are tired. Be courteous to all men, and kind to yourself."

The Perfection Heater for cementing rubber tires on wheels is a joy forever; the one thing needful to complete the cyclist's outfit. It is manufactured by G. R. Bidwell & Co., New York.

The nickeled backbone and forks, with enameled wheels, seems to be a taking finish with old riders. The Pope Manufacturing Company is finishing a goodly number of the Experts in this style.

A wheelman who recently joined the church was heard to mutter, as he picked himself up out of a mud heap: "Wouldn't there be some tall swearing if I hadn't been converted last week."

Wheel Life is the title of a new cycling society paper published by Iliffe & Son, London. The first number has come to hand. It is edited and conducted with ability; its news columns cover a broad field of cycling.

The Spirit of the Times, supposed to be infallible in matters pertaining to bicycling, publishes the following under date of November 8: "A bicycling tournament was held July 17 and 18, 1884, at Junbo Park, Philadelphia, Pa."

At the Olympic Club's meeting on Thanksgiving Day, Mr. Cook will attempt to place the Pacific coast record for the mile under 3 minutes; he can easily beat the present record (3.15 1-4), but wants to give the boys something hard to lower.

There is a rider on the Pacific coast who has with a standing start made 1-5 of a mile in 31 seconds and can do the remaining 90 yards in 9 seconds, so when he is in good condition and everything favorable he ought to cover the quarter in about 40 seconds.

The Boston Globe, which is good authority on bicycling matters and one of the leading papers of Boston, says, and with a good deal of truth, that: "THE SPRINGFIELD WHEELMEN'S GAZETTE bids fair to occupy in the field of journalism the position the club occupies on the track."

Zacharias & Smith are now building for the patentee, Mr Leddell, two different styles of bicycles which will be placed upon exhibition in due time. The repair shop of Zacharias & Smith is supplied with the necessary tools and appliances for doing all kinds of difficult bicycle repairing.

All the trick and fancy riders in this country seem to have fallen back on the Columbia as the machine best adapted to the severe trials of exhibitions. Canary, Wilmot, Pavilla, Hutchinson, Robinson, Porter, Nash, Tufts, Smith, and a host of others, are nightly exhibiting their skill on these excellent machines.

We are glad to notice the improvements in the cycling press of to-day. The fine appearance of the GAZETTE is having its effect. The Western Cyclist is the latest to brace up with clean type,

good paper, and first-class press work. The *Wheel* has come out in a new dress and we still look for further improvements.

The Amateur Athlete is mistaken about the starting and finish of bicycle races. True, they start with the bottom of the wheel on the scratch, but the same is also true as regards the finish; they have to finish where the start is taken from, which in all of the late tournaments was the scratch line on the track, and is in accord with the English custom.

A recent issue of the Preston (Eng.) Chronicle and Lancashire Advertiser contains a long and interesting article on the wood turning and shuttle manufacturing establishment of Irwin & Sellers, the junior member of the firm being the father of Sanders Sellers, who made things so lively for the American wheelmen at the recent bicycle tournament in this city.

On Sunday, November 2, there were two bicycle accidents in the park at San Francisco. One was caused by the brake bracket loosening and in some way stopping the wheel; the rider was thrown on his face and escaped with a few bruises. The other accident was caused by a collision with the rear wheel of a buggy; the wheelman was rendered insensible by the fall, but fortunately he was not seriously hurt.

The farmers of America treat wheelmen fairly when on the road, and wheelmen have no cause to complain. In England things are different, if a recent statement in a leading wheel paper may be taken as a sample. Two noted wheelmen called at a farm-house one day and inquired for the customary glass of milk, no one being in but the trusty servant, who eyed them very closely, and having satisfied herself with their appearance very generously handed them their fill. The ever generous wheelmen insisted upon paying the fair maiden but she steadfastly refused, saying that her mistress's instructions were: "If any tramps applied for milk to give them all they want, as the milk was not very good, two rats having been found dead in it." Exit wheelmen for pastures

The English cycling press is prone to speak ill of the treatment of the visiting wheelmen by the American public, but all agree that our prizes were worth coming over for. In speaking of the exhibition of Gaskell's prizes the Cyclist says: "There was quite a crowd collected last Saturday evening, as we passed over the Holborn Viaduct, outside the premises of the Coventry Machinists' Co., inspecting the splendid array of prizes which Gaskell has brought home from America, the result of his various races there on the company's cycles. The huge trophy cup formed a center, around which were grouped the tea and coffee pots, the inlaid pistols, and other handsome mementos of his visit, which he secured across the 'herrin' pond.' The shop being lighted brilliantly, everything was seen to the best advantage, and no doubt the mouths of many of the onlookers watered at the sight of the substantial rewards of Gaskell's prowess. They are worth a walk down Holborn to see."

The Amateur Athlete will change the name of its regular edition to the Cyclist and Athlete, commencing this month, retaining the old name for the L. A. W. organ. The Athlete is well conducted and ably edited, appreciating enterprising clubs and successful meetings, giving the news of the athletic world in a brief and newsy manner. In

speaking of the Gazette, the Athlete says: "The November number of The Springfield Wheelmen's Gazette has arrived. It is, as usual, stocked with matters of interest to cyclers all over the country. Typographically it is as perfect as human endeavors can make it." The above is from the editors and proprietors of the Athlete, who have no control over what appears in the official organ; that is edited by one who is very jealous of the success of the Springfield Club, the Gazette, and, above all, the editor of this paper. It was ever thus with small men; they must be the biggest toad in the puddle or they won't play. A man who has no regard for his word can't have any respect for his fellow-men.

#### RACE MEETINGS.

MINNESOTA STATE MEET.

The state meet was held on the fair grounds at Minneapolis, Saturday, September 25. A stiff wind was blowing, rendering fast riding impossible.

Two-Mile State Championship.

John Nicholson, Minneapolis, first, C. L. Sawyer, Faribault, second. Grant Bell, Minneapolis, third. Time, 6.40

Half-Mile State Championship.

D. M. McCoid, Minneapolis, first,

Time, 1.38

S. A. Miller, Minneapolis, second.

J. H. Hirsh, St. Paul, third.

Five-Mile State Championship.

John Nicholson, Minneapolis, first, J. N. Snyder, Faribault, second. Grant Bell, Minneapolis, third. Time, 18.04

One-Quarter Mile, No Hands.

Louis Fleckenstein, Faribault, first, J. H. Hirsh, St. Paul, second. Time, 0.50

D. M. McCoid, Minneapolis, third.

One-Mile Open.

Grant Bell, Minneapolis, first, Louis Fleckenstein, Faribault, second. S. A. Newton, Red Wing, third.

Time, 3.34

#### KANSAS CITY TOURNAMENT.

The first annual tournament of the Kansas City Wheelmen was held at Kansas City, Mo., November 8, 9, and 10, and proved successful beyond expectations. The races were well contested. The attendance was large, and the programme was carried out to the satisfaction of all, and was as follows:—

Saturday, November 8.

One-Mile Novice.

G. W. Baker, Kansas, first, F. S. Ray, Kansas, second.

Time, 4.11

Two-Mile Professional.

Fred Westbrook, Canada, first, T. M. Hardwick, Galena, second,

Time, 6.29 4-5

Time, 18.03 1-5

Five-Mile State Championship.

E. E. Stone, St. Louis, first, C. B. Ellis, Kansas City, second.

Half-Mile Professional.

W. J. Morgan, Chicago, first, T. W. Eck, Chicago, second. Time, 1.40

Half-Mile Tricycle.

Half-Mile Tricycle.
D. Henderson, Kansas City, first,

Time, 2.30 2-5

Time, 10.27

Three-Mile Open.

E. E. Stone, St. Louis, first,

Fred Shaw, Glenwood, Ia., second.

Sunday, November 9.

Three-Mile Club.

Charles Ellis, Kansas City, first, Time, 11.47 H. Norton, Kansas City, second.

Three-Mile Professional.

Fred Westbrook, Canada, first, W. J. Morgan, Chicago, second. Time, 10.30

E. E. Stone, St. Louis, first,	Time, 1.29
M. T. Haynes, Kansas City, second.	
One-Mile Professional Handic	ap.
Louis Armaindo, 200 yards, first,	Time, 3.08
Fred Westbrook, scratch, second.	
Ten-Mile.	
F. M. Shaw, Glenwood, Ia., first,	Time, 38.41
J. T. Orr, Emporia, Kan., second.	
Monday, November 10.	
One-Mile.	
C. B. Ellis, Kansas City, first,	Time, 3.44
H. B. Norton, Kansas City, second.	
Five-Mile Professional.	
T. M. Hardwick, Galena, first,	Time, 17.48
Fred Westbrook, Canada, second.	
Half-Mile Tricycle.	
G. L. Henderson, Kansas City, first,	Time, 2.28

Half-Mile.

#### Items of Interest.

One-Mile State Championship.

Three-Mile.

Time, 3.34

Time, 10.44

Prince Abbas-Halim rides a Kangaroo.

Thomas J. Ellis, Kansas City, second.

H. B. Norton, Kansas City, second.

E. E. Stone, St. Louis, first,

J. T. Orr, Emporia, Kan., first,

J. Hitchcock, second.

Miss Florence Fuller, of the Dearborn Cycling Club, Chicago, has a record of over 1,000 miles of riding.

At the intercolonial race meeting held at Melbourne, August 7, upwards of 12,000 spectators were present.

F. Turrey, of the Sunderland Wanderers, England, recently rode 212 miles in twenty-three and a half hours on a Kangaroo machine.

S. G. Whittaker, of the Cambridge Bicycle Club, broke the hundred-mile road record, October 19, covering the distance in 9h. (8h. 6m. actual riding time).

A foreign paper says that the largest order ever received by any firm of bicycle manufacturers was that of the Rudge Company, from Stoddard, Lovering & Company, of Boston, for 1,000 machines.

A leading English racing man who was viewing Gaskell's prizes on exhibition at the Coventry Machinists Company's rooms was heard to remark that if he had only known that such stuff was to have been given away in the States, he would have had some of it.

At the Birmingham, England, County court recently, a decision was rendered by which a bicycle was declared to be a "necessary." The action was brought against a professional bicyclist, named Herbert Duncan, by a firm of bicycle manufacturers for the value of a machine supplied, and the claim was met by a defense of "infancy." The jury, however, considered the defendant to be in a good position, and that the article in question must be considered a "necessary."

#### OFFICIAL?

Our worthy brother, the editor of the official organ, speaks of the THE SPRINGFIELD WHEEL-MEN'S GAZETTE as the "Duckerian Oracle." Well, brother, it is a pretty good one; if you don't believe it, read our full page advertisement, and then exercise your active brain to beat us.

The barks of small dogs are harmless. Likewise the insinuations of the editor of the official organ, who is simply carrying out his intentions so fully exposed by the writer at the informal meet-

ing of the board of officers at Washington, last May.

The sense of the meeting was to have an able editor who would not use the official organ to further his own private ends, or to vent his personal spite, both of which have failed.

In six months there have been from his pen, or printed with his sanction, some thirteen misstatements concerning the Springfield Club, or the GAZETTE.

We knew when we exposed him at the informal meeting last May, in Washington, that we should be a target for one year at least.

Well, we can stand it; our tournament was a success; the GAZETTE is ditto, and that is where the shoe pinches.

#### GO AS YOU PLEASE.

The bicycle stands fourth as regards the time taken to cover a mile, which speaks well for the wheel. The following table gives the various ways of going a mile, and the time required:—

	MIN.	51	EC.
Locomotive,		50	1-4
Running horse,	1	39	3-4
Trotting horse,	2	09	3-4
Bicycle,		39	
Skating,	3	00	
Tricycle,	3	03	2-5
Running man,	-	_	1-5
Rowing,			3-4
Snow-shoes,			3-4
Walking,	6	23	-
Swimming,	12		1-4

#### SQUIBS FROM "WHEELING."

We fancy Gaskell and Chambers have each left a good name behind them in America.

If Gaskell had not fallen at Boston, he would have gone for Hendee, previous to his departure.

American ladies are said to be sadly in need of a healthful out-door exercise. Why, oh why, don't they wheel?

Individually and collectively, the Springfield Club extended every courtesy to its guests, and much pleasure resulted from its hospitality.

Mr. Bale had difficulty in finding a steamer large enough to bring Gaskell and Gaskell's prizes back to England. This comes of being so big, don't you know.

#### NO PLACE FOR BICYCLISTS.

Even in some parts of Europe it would be hardly safe for Mr. Stevens to pursue his adventurous tour. He does not include Russia in his programme, and he does well, if we may judge from the sensation the first bicycle made the other day on a community of Russian villagers. They had come out in the cool of the evening for their usual chat in the market-place, and were so startled at the sight of the noiseless approach of a wheeled steed, mounted by a youth from St. Petersburg, that in the wildest panic they all rushed into their cottages, barricaded doors and windows, and tremblingly told their friends that the Evil One had visited the district of Vologda. The innocent cause of such disturbance soon found out that, although in the Nevski Prospect the road is smooth enough for bicyclists, this is by no means the case among the country folks, and that he must either leave his "self-runner" at St. Petersburg or take his board and lodging with him when making excursions into the country. - London

#### A TRIO OF TRIOLETS.

T

He skims on his wheel,
In the bright autumn morning.
What joy does he feel!
He skims on his wheel—
Will that stone his fate seal?
Or his eyes give him warning?
He skims on his wheel,
In the bright autumn morning.

II.

Ah, prone on the ground,
Full his length he has measured.
He went with a bound—
Ah, prone on the ground!
Hearken not to the sound
Of his curses untreasured!
Ah, prone on the ground,
Full his length he has measured.

III.

No more does he skim,
In the bright autumn morning.
His hopes are now dim—
No more does he skim:
For a sprained nether limb
Now his spirits is thorning.
No more does he skim,
In the bright autumn morning.

GEESEE.

#### THE PHILOSOPEDE.

Herr Schnitzerl made a philosopede, Von of the pullyest kind; It vent mitout a vheel in front, And hadn't none pehind. Von vheel vas in te nittel, dough, And it vent as sure ash ecks, For he sthraddled on de axel dree, Mit der vheel petween his lecks.

Und vhen he vhant to shtart it off
He paddlet mit his feet,
Und soon he got to go so vast,
Dat efery dings he peat.
He run her out on Broader shtreed,
He shkeeted like der vind,
Hei! how he bassed der vancy crabs,
And lef dem all pehind.

De vellers mit de trotting nags Pooled oop to see him bass; De Deutschers all erstaunished, saidt, "Potztausend! Was ist das?" Boot vaster shtill, der Schnitzerl flewed On mit—a ghastly shmile; He tidn't toouch de dirt, py shings! Boot vonce in half a mile.

Oh, vot ish all dis eart'ly pliss?
Oh, vot ish man's soocksess?
Oh, vot ish various kinds of dings?
Und vot ish hobbiness?
Ve find a pank node in der shtreedt,
Next dings der pank ish preak;
Ve falls, und knocks our outsides in,
Vhen ve a ten shtrike make.

So vas it mit der Schnitzerlein
On his philosopede.
His feet both slipped outsideward shoost
Vhen at his exdra shpeed.
He felled oopon der vheel of coorse;
De vheel like blizen flew;
Und Schnitzerl he vos schnitz in vact,
For id shlished him grod in two.

Riding Rhymes.

A tricyclist had his intended out on a sociable the other evening; presently it ran away down hill. In turning a corner the affair was overturned, and the young lady was pinned to the earth, one of the wheels lying heavily across her waist. She was rendered unconscious. When she was released from her perilous position she slowly opened her eyes as consciousness returned, and faintly gasped: "Don't squeeze—me—quite—so hard—next—time—John."—Cycling Times.

#### BICYCLED BOBBIES.

Some prints have been lately revealing That the gallant police of our streets May shortly take lessons in "wheeling," And bicycles use on their "beats."

If they do, they'll at first find their "bikers"
Rather awkward to manage, of course;
And they even may suffer from "mikers,"
Like the urchin who's mocking the force!

With patience and practice, however,
The police will not only ride well,
But e'en guardsmen (who think they're so clever),
They'll out-" mash" with the area belle!

These machines will thus aid them in wooing
The housemaids and cooks in our squares,
And also for burglar-pursuing
They'll prove very useful affairs.

-London Fun.

#### TRICYCLING AS A HEALTH RESTORER AND ASSISTANCE IN BUSINESS.

By H. J. WEBB, L. T. C.

Without a stomach what were a good name.

-Shakespeare.

Health of mind and body has been to most men the highest pinnacle of human happiness, and without it all the honors of an appreciating world are valueless; and life without wheels were just as flat, stale, and unprofitable as life without health.

In some far-away corners of the earth the means of progression provided by Nature are deemed sufficient for man's necessities, but what a different race are those human vegetables who never go farther than their legs can carry them. They are apart from civilization, narrow-minded and ignorant; their world is bounded by a little circle, and the spheres of usefulness and intelligence in which others move are undreamed of.

But nations have in all ages recognized the necessity of extended journeyings, and with one consent elected the wheel as the best suited to supplement man's weakness, and in all the world's progress in civilization it has held an important position. It has been driven by water and steam, electricity and air. It has been dragged by quadruped, and impelled by biped. It has been fashioned from wood, and manufactured from iron. The spokes have been of heavy wood, clumsy iron or delicate wire; its tires have been fixed by the blacksmith or sunk into hollow rims, and made of unwearable, noiseless, yielding india-rubber. It has gripped the iron rails on which it was made to run, or revolved in the huge billows of the ocean. It drives the loom and carries the infant, and has in all conditions been the agent in locomotion.

The wheel has been used, too, as an engine of warfare, torture, and death. The ancients fixed instruments to their chariot wheels which, in their revolutions, cut down their foes, and they bound the conquered victims to the wheels of their victorious cars. Fanatics suffered themselves to be crushed by the cruel weight of their idols' wheels, and criminals were broken on them.

But it was reserved for the nineteenth century to perfect an invention that would give man health, safety and speed, a value to muscles sadly deteriorating for the want of use, and a means of locomotion everyone could enjoy. Man had learned to forget he had within himself the means of progression. The fashion of always using a carriage, a railway car, or even the humble cart to convey him more quickly than he could walk, became more prevalent every day. Hurry is the order of the day in this go-ahead age of ours, and many a man of

business, otherwise well and strong, is only up to a walk within the limits of a suburban villa's garden, or a languid stroll down Regent street.

But, *Nous avons change tout cela*, the bicycle and the tricycle have filled in a need always felt, but never supplied.

The elephant and the ox, the camel and the horse, require food and rest, sleep and care; steam a special roadway to itself; a water-wheel an ocean or a stream—but the wheel of modern history triumphs over every difficulty, and wants neither water nor fire, neither food nor rest.

Man is deficient in speed to many of the lower animals, but Nature benevolently gave him a brain capable of improving her handiwork.

It invented telescopes and microscopes to increase his seeing powers, telephones for his ears, all kinds of machines to assist his hands, and, finally, the cycle to aid his legs in conveying him more speedily from place to place. The driving power, too, is always at hand, it never wears out by use, but, on the contrary, gains strength by the strain put upon it. It is only necessary to compare the biceps of the athlete and the drawing-room lounger to see how luxury enervates and labor develops.

All the world knew that healthful exercise was above all conducive to "a sound mind in a sound body," but comparatively very few were able to indulge in it. The rich man could have his horses trained to carry him through the country air, and keep his dogs to create an interest in the sport, but he never thought of the agony of the wretched little animal he was pursuing. The fox-hunter urged his steed beyond the limit of its strength that he might be in at the death. It was manly sport, they said, and they were stronger and more muscular for it. The dash over hill and dale gave an added flavor to their meats and wines, a keener enjoyment of life than the city-bred exquisite ever felt. It strengthened the lungs, developed the muscles, improved the appetite and temper, and should have been altogether enjoyable if no wretched creature, fashioned by the same Creator, had been done to death in the amusement. But no living thing flies for its life before the iron wheel of the cyclist. It is surely a nobler sport, for no jaded, quivering, foam-bedecked flanks are ridden to death by the wheelman. He may, if he likes, fly with lightning speed to the goal, and if he falls exhausted by the swift passage, it is for his own pleasure that he suffers. The machine which carried him over the course stands unhurt, neither elated nor subdued, neither bleeding nor exhausted. His rider may urge it on by muscle and strength, guide it to the winning post by pluck and cunning, and by superior skill and endurance, but he cannot torture the thing that carries him. Though he may ride 50, 100nay, 1,000 miles, the cycle is in no pain. Though the rider may be a little stiff and want rest, his mount is ready to go on again without any, and be none the worse either. As to its master, his muscles will develop, fill out, and harden; he will eat with a prodigious appetite and perfect digestion; his lungs will grow stronger, freer, and lighter, and he will view life with a kinder appreciation of its fogs and its sorrows. No sport or athletic exercise can so well expand the mind as well as the body. Contrast the contortions of the gymnasium, the danger of football and cricket, with the glory of a dash-away ride of 50 or 100 miles after the confinement of study or the hurry of business, the stupidity of kicking and tearing a ball from each other within the narrow limits of a

field, to a spin over the green hills, the deep valleys, the winding rivers. The cyclist's views are no longer bounded by the garden wall or the palisades of the park. He scales the mountains. descends into valleys, and finds the prettiest spots. the freshest breezes, and the purest air. Neither does he always enjoy all this alone. Some companion, perhaps of the fair sex, admires and enjoys with him, and as they see better how lovely God's earth is, they become less arrogant of themselves. Half the diseases to which man is subject may be ameliorated, checked, or thoroughly uprooted by the liberal inhalation of pure oxygen and moderate exercise, and in no way can he possibly obtain it so well as by cycling, for he can get so far away in a little time from smoke and foul smells, from tainted air and unwholesome vapors.

Tricycling, too, may be used in business with infinite benefit. A messenger can fetch and carry light goods from one warehouse to another without the delay of carrier or train. Travelers can use the tricycle instead of the expensive horse and trap, which is frequently injured by carelessness, or the waiting horse takes cold and dies. In outlying villages the tricyclist can book orders and exhibit patterns, and wake up the sleepy inhabitants of places where the rail has not yet ventured to more active business and commercial ventures. The country doctor, in his widely-scattered practice, will hail with thankfulness this boon to weary feet; for country doctors have fewer patients, and their fees will not often support the proverbial doctor's carriage. The postman, doomed to tread for weary miles along dusty, hot, or frozen paths, with a house perhaps in a quarter of a mile, can rejoice in spare time and untired limbs when he has a tricycle to help him over his task. The city tradesman, bound like Ixion to the wheel of duty, must now either neglect late and important orders because he must catch the last train, or sleep in some unhealthy corner devoted to other purposes; but when he has a tricycle he can quietly bowl home to his suburban villa, lighted by the moon or a King of the Road lamp, and his nerves will be braced and his temper improved for the next day's toil, and he can do this, too, at a rate of speed that would disspirit the horse did he not see what a boon his iron brother is likely to be to him. Mayor says, "The horse is an intelligent animal," and perhaps he sees in the near future the end of his labors in the cab rank, and rows of tandems with their drivers, badges and all, standing where he now droops in tired wretchedness. In his prophetic eye, retributive justice overtakes the London cab-driver, who will have to use his legs to propel his fare instead of, as now, his much-abused victims; for the city man will then hail a tandem, and be whisked away to his waiting family, just quietly amusing himself with a little playful use of his lower extremities to assist his driver. It will be perfectly familiar work; for if his parents are wise he will have been early brought to use his legs to propel himself instead of being coddled in a perambulator.

The future cyclist, indeed, may almost emulate Dædalus, without his ignominious defeat, just keeping near enough to the earth, his native element, to steady the wheels of his flying machine (the wheeled, not the winged one), skimming, as it were, the surface noiselessly, swiftly, and lightly, while he is safely enclosed in a network of revolving wire, and courting the breezes or emulating the speed of the lapwing on the greatest and most beneficent invention of the age.—The Wheel World.

#### A POINTER FOR "THE TRADE."

BY KARL KRON.

"Come yer, son, whar dey ain't no folks, and lemme drap some Jawjy 'intment in dem years er yone."—Uncle Remus.

Yes, indeed, Mr. Trade! Now that your busy season is over, I want you to sit right down here on this bench, warmed by the winter sunshine, in the seclusion of Washington Square, and apply your ears attentively to the sermon concerning "intelligent selfishness" which I propose to preach to you. When I say "you," Mr. Trade, I mean every man in America who is in a position to make any money from the spread of cycling,—whether he be a manufacturer of cycles, or an independent dealer in them, or an agent for the sale of them, or a professional rider of them, or a publisher of cycling literature, or a manager of a rink, or a dealer in supplies (saddles, bells, luggage-carriers, lamps, cyclometers, springs, tool-bags, and riding costumes), or a hotel-keeper on any of the numerous routes that are attractive to wheelmen.

Whichever one of these positions may belong to you individually, Mr. Trade, I want to stir you up to a realization of the truth that I have been hard at work for nearly a year on a scheme to increase the profits of your business. I want you to make a desperate effort to look an inch or two beyond your own nose. If, haply, you are able to accomplish this unwonted feat of farsightedness, I think you will discover the propriety of putting in a little personal work to hasten the success of the scheme just mentioned.

It is a scheme for convincing the people of North America that the bicycle is something more than a pretty toy for children, and a wonderful racing-instrument for athletes; that it is really a practicable vehicle on which men of average physique may journey, with pleasure and comfort, from one end of this continent to the other. There are two distinct ways in which my forthcoming volume, "Ten thousand Miles on a Bicycle," will tend to bring about this conviction. The more evident way is by its exhibition of road-reports from every State in the Union, in addition to the 6,000 miles of roadway over which I have personally pushed the wheel. The second and less evident way by which the book will help dispel popular doubt and ignorance as to the practical and permanent character of bicycling, is by exhibiting the names of 3,000 people, representing every section of the Union, and many localities outside of it, who have pledged their dollars in advance to ensure the publication of the volume. The exclusion of all advertisements, in favor of this imposing appendix of subscribers' names, will convince everyone who opens the book that its publication is not a mere "trick of the trade," but that it represents a genuine demand of a vast multitude of intelligent and well-to-do readers for trustworthy information concerning the roads which are most suitable for

Let me urge you, Mr. Trade, to wrench your mind out of its ordinary groove, in order that it may have a chance to grasp the novel idea that my very act of refusal to disfigure my book, by printing your direct and individual advertisements, ensures to you an advertisement of an indirect and general sort which will ultimately prove ten times as valuable. I'm so certain that you will realize this when the book is actually in the market, that I shall count on your making sales for me without commission. It will be perfectly clear, then, that your own probable gain will be much greater than mine, from the circulation of each additional copy

in your neighborhood; and so you will hardly wish me to pay for the privilege of helping increase your business!

It ought to be equally clear, now, that your interest is really as great as mine in having the book brought out as soon as possible, in order that its appearance may give a great boom to all branches of your business at the opening of spring. Yet if every man whom I am now addressing as "you, Mr. Trade," would simply subscribe for two copies of the book, to-day (with a fair prospect of selling them for a dollar more than they cost him), the 900 vacant spaces in my list would be immediately filled; the needed guarantee of \$3,000 would be complete; and I could at once devote my energies to the proper work of publication, with a fair prospect of having the volume ready for delivery by the final day of winter.

"Intelligent selfishness" ought to have prompted you, Mr. Trade, to have given a hearty support to this thing at the outset, in the dark days when I was told by a friendly adviser of wide experience that it "would be impossible to find a market in America for as many as 300 copies of a one-dollar book on cycling, no matter what its merits might be." I will not quarrel with you, however, for failing to see your own interest at that time when I stood in the greatest need of your encouragement. I only allude to your former shortsightedness for the sake of cmphasizing the fact that at the present time, when my plan of compiling "an elite directory of 3,000 wheelmen" is an assured success, "intelligent selfishness" ought to prompt you, still more forcibly, to help hasten the day of such success. In order, however, to overcome the natural sluggishness which restrains you, Mr. Trade, from working in your own interest when the promised rewards are at all intangible or remote, I have decided to stimulate your avarice by provisionally offering to print a special "trade list of subscribers from whom copies of this book may be bought," alphabetized by towns.

Each firm or individual, belonging to any branch of the trade, whom it may be desired to name in this list, must subscribe for not less than two copies of the book at a dollar each. Such subscribers will also be listed twice with the others, in the regular alphabetical and geographical appendix, and will perhaps be given typographical prominence there. As I shall designate the exact business address of each subscriber to the special list, and also indicate the character of his business (by the use of such words as "manfr.," "importer," "agt.," "prof. rider," "repairer," "publisher," "rink," "saddles," "bells," "cyclom.," "lamps," "shoes," "hose," "uniforms," "furnishing goods," "specialties," and the like), the list will form a condensed directory of the trade. It ought to form a complete one, also, so far as concerns the people who have any mercantile interest in keeping their names prominently connected with the progress of cycling. Every such person will secure, by insertion in such classified trade-list, a permanent business-card of more practical value than ten or twenty or thirty dollars' worth of "advertising" would secure to him elsewhere; and the act need not only cost him nothing at all, but it may be the means of immediately putting money in his pocket!

Please remember, Mr. Trade, that the selling price of "Ten Thousand Miles on a Bicycle" is to be \$1.50, and that I expect you will find yourself so much benefited by increasing its circulation in your neighborhood that you will be glad to sell

it for me without commission. I do not expect to use the bookstores at all in disposing of it; but, if I do, I shall not allow them more than a quarter-dollar discount. You secure a half-dollar reduction on each copy only because you subscribe for the same in advance; and by the sale of the two, which will entitle you to mention in the tradedirectory, you can make a dollar's direct profit on the transaction. I do not believe, however, that you will sell both books, if you subscribe for only two;-because you will need to keep one of them constantly by you for purposes of reference. Even if you improve the chance to order ten or a dozen copies at the subscription-price, I am not sure that you will care to retail them at \$1.50. You may very likely find greater profit in giving each of them away as "boot," to decide the hesitating opinion of a possible purchaser of bicycle or tricycle.

In speaking somewhat reproachfully, Mr. Trade, of your general failure, thus far, to recognize the profit to yourself of helping along my scheme to early success,-I do not wish to ignore the assistance which some of your representatives have most enthusiastically given it. For example, that part of yourself which is known as "the Press," has promptly printed all the "free advertisements" which I have had time to write concerning the matter. It is likely enough, even, that the editor of the GAZETTE may assume the expense of mailing marked copics of this present sermon to you, at each of your numerous addresses, in the same spirit that prompted him to gratuitously distribute among 600 hotels the August GAZETTE, containing my "circular to hotel-keepers."

I wish, by the way, Mr. Trade, that you would show this same hotel-circular to the keeper of the leading public-house in each town of your neighborhood; for, just as fast as I can persuade such people to really read my argument, just so fast can I secure their houses for my st of hotels where this book may be found " Your interest is quite as great as mine, Mr. Trade, in having that list made as complete as possible, especially in your own immediate locality; and your power of persuading the hotel-men to improve the offered chance is greater than mine. I never yet met with one of them who was not quick to support the scheme when explained to him verbally; though their attention is not easily commanded by longrange appeals through the mail.

But I must stop my sermon, here, Mr. Trade; for the sun of this short day is sinking so low that a bench in the park no longer supplies a comfortable seat. I must climb up to my chambers in the University Building, to count the number of subscription-pledges which may have accumulated there while I have been preaching. I shall expect yours to be despatched thither, to-morrow, after you have "slept upon" the argument just addressed to you. And so, good night!

Washington Square, New York, Dec. 3, 1884.

#### BICYCLE AND TRICYCLE RIDING.

A paper has been prepared by Dr. B. U. Piper, of Chicago, for the Chicago Bicycle Club upon "Bicycle and Tricycle Riding, and the Effect of this Method of Exercise Upon Those Engaged in It." The doctor has tested the matter by riding some 1,200 miles in the last twelvemonth. He found the effects beneficial in a great degree. "In walking," says Dr. Piper, "the legs carry directly all the weight of the body, and as each foot comes down on the ground there is a certain vibration or

shock quite through the body, which, though not acutely perceptible, is, nevertheless, fatiguing. The breathing is also carried on at a disadvantage, for the diaphragm, or great respiratory muscle, is not able to act in walking with the steadiness, and, it may be said, purchase, as when the pelvis is fixed, the spinal column firm, and the upper limbs steady. The circulation, too, is considerably quickened, and the heart is toiling at a rapid speed, lifting very quickly the whole of its blood over that hill called the ascending aorta, the first part of the great blood vessel which springs from the heart in the form of a beautiful arch to supply with blood the upper and lower parts of the body." The doctor cites many medical authorities to back his opinion, and he says: "To shop and office people, to hard working men of business, but more particularly to brain workers, the possession of good tricycles would, if judiciously used, indeed prove a blessing."

#### THE SANITARY BENEFITS OF BICYCLING.

The question whether bicycling is healthful or the reverse appears to be a question, and it is certainly agitating England. The London Lancet has been carrying on the discussion with odds slightly in favor of the instrument. The latest contributor to the discussion is the well known editor and naturalist, W. B. Tegetmeier, who says he is a member of the oldest tricycling club in England, is acquainted with many riders of mature age, as well as with younger ones, and never heard of any of the ill effects asserted of bicycle riding. "I am within a few days of my seventieth year," says Mr. Tegetmeier, "and have been for some years in the habit of doing all my journeys under 50 or 60 miles on a machine of some kind or other, in preference to traveling by railway. The evils prognosticated by Drs. Strahan and Herschell are quite unknown to me, and the only effect of my long rides is an amount of rejuvenescence which has surprised my friends and gratified myself. I am practically ten years younger than I was a decade ago. The more I ride the more vigorous and elastic I feel, not only in bodily, but also in mental, powers; and I can assure my readers that I have never suffered, at least to my knowledge, from 'hypochondria, hysteria, gastralgia, agarophobia, or claustrophobia,' and that even 'neurasthenic dyspepsia' is practically unknown to me. \* \*\* I believe it would not be possible to indicate any other popular athletic exercise in which a greater number of advantages are conjoined with so few evils as in cycling." This man's wife and daughter ride the tricycle, while his son it was who last year rode the unparalleled distance of ten thousand and fifty miles. The wheel is still ahead.

#### AMONG OUR EXCHANGES.

England may have English, Hillier, Sellers, but we have Hendee, Hamilton, Frazier, Dolph, Brooks, Norton, Webber, Burnham; all of which are good for two miles inside of 5.45. What our men can do in races where the pace is forced is dazzling to contemplate.—Amateur Athlete.

The London Cyclist Accident Company, organized some time since with a considerable flourish, is being wound up in the best shape possible. Better stick to the old established companies, boys. It is easier to ride a velocipede through the eye of a needle, than for cyclists to successfully enter a new arena of insurance.—Travelers' Record.

The Maryland Bicycle Club, of Baltimore, laid the corner-stone of its new club house, corner Mt. Royal avenue and Reservoir street, on Thanksgiving Day. The day was celebrated by a general turnout of the clubs and a parade, 100 wheelmen participating. The men broke ranks in front of the new club house about 11 o'clock. Prayer was offered, after which an address was made by Mr. Samuel T. Clark, the president of the club, in the absence of Mr. J. H. B. Latrobe, who had been expected to deliver the address, but was detained at home by indisposition. Each club then deposited in the corner-stone a club badge. Copies of the daily papers, the roll of the League in that State, and other articles, were also deposited there. After these ceremonies the Druid Cyclists held a race around Druid Lake for a gold medal. There were five starters, and the race was won by Mr. I. Kemp Bartlett in 5.18. The distance was about a mile and a half. The comparatively slow time made was accounted for by the high wind prevailing. When the races were over the Maryland Club went out to Towson, where they held their annual dinner at the Smedley House. The Lafayette Wheelmen went out on the Pimlico road, where some of their best riders rode against their own time. No record was made of their time. The new club house of the Maryland Club will be, it is said, when finished, the most complete bicycle club house in the world. Its dimensions are 20x80 feet. It is now completed up to the second story. There will be three stories and a basement. In the basement will be the wheel-room and bowling alley. The reception-room, reading-room and library will occupy the first floor. On the second floor will be the pool and billiard room, lockers and bath-rooms. The third story will contain a gymnasium.—Boston Herald.

#### A NEW FLIER FOR NEW ENGLANDERS.

The bicycle has been to New England what the elevated road has been to New York city. It has worked a startling change within two years. From the slowest moving person on the continent, it has transformed the New Englander into a fast and daring man as regards moving about the country. The change is absolutely startling. Westerners who long cherished dreams of their staid old grandfathers serenely bobbing along the quiet country road behind old Dobbin hitched to the traditional one-horse chaise, need not be surprised when they return to visit the old homestead to find the old gentleman skimming along on a bicycle. The old gentleman will wear knee breeches, a dress which is dear to the New England heart by reason of the good old revolutionary times it recalls. He will also be attired in a short jacket and a jaunty little cap with a visor to it. His attire will strike the visitor at once as grotesque, and will arouse the grave fears in his mind that he is to find grandma arrayed in short dresses and clocked stockings .- Boston Cor. Chicago News.

### THE MASSACHUSETTS CLUB'S MODEL CLUB HOUSE.

In about two months the doors of the handsomest, most expensive and conveniently arranged, bicycle club house in America, and in the world, will be thrown open for the inspection of the cycling public generally, and the members of the Massachusetts Bicycle Club especially. About the middle of last August the ground was broken for the erection of the Massachusetts Bicycle Club

house, a building which, with the land, will cost \$30,000. The location of this magnificent structure, dedicated to cycling and indoor social recreation, is on the Back Bay, fronting on Newbury street, near Dartmouth street, and adjoining the building of the Boston Art Club. The building sets 22 feet back from the inside edge of the sidewalk, has a frontage of 24 feet, a depth of 90 feet, is of 3 stories and basement, and is constructed of brick, handsomely trimmed, with light shades of Nova Scotia stone and terra cotta. In the front of the building, from the second story, projects a roomy bay window with oriel. At the top of the building, in the center, is a slab bearing this inscription: "Massachusetts Bicycle Club, 1884." A concrete incline takes the place of steps leading to the front door, which is wide enough to admit the widest "sociable" tricycle; the incline enabling cyclists to easily wheel their machines from the street into the building. The basement will be finished in ash sheathing, with a floor of hard pine. A small place is set apart for the furnace, which will heat the entire building. There will be a bowling alley in the basement, ample space for three billiard tables, and bath and toilet rooms. The main or street floor has no partitions, the entire floor being used for a "wheel" room. In the rear part of this room is a convenient place for washing the machines. The finish of this story is to be in ash sheathing, and the floor of hard pine. The next floor, or second story proper, will be devoted to the social interests of the club. The reception room, or parlor, occupies the front portion, and is 24x30 feet. It is to have a floor of polished oak, will be finished in cherry, will have a large open fire-place, big enough to devour the whole of several logs at one filling, and will probably be embellished with handsome gas fixtures of special and appropriate designs. In the rear part of this floor will be a good-sized room, with dressing-rooms attached, tastily furnished, which will be known as the ladies' parlor. In the space between these two parlors, which will measure about 24x40 feet, will be over one hundred lockers. The lockers will be so arranged that every six or eight lockers, will, with the addition of a curtain, make separate dressing-rooms. On this floor are bath and toilet rooms. The upper story is in no way an attic, for it has walls, eighteen feet high. A space 24x45 feet, will be fitted up as a gymnasium, and will be used also for special club meetings. In the rear will be a committee room, a room for the janitor, and bath and toilet rooms. The architect is Mr. George F. Meacham, and the contractors, Messrs. Vinal & Dodge. As a whole, the outside of the building is by no means unimposing; it is substantial and handsome; the interior is convenient and tasty in all the arrangements and appointments; the finish is neat, attractive, and appropriate; there is everything that the most exacting club member could desire; nothing will run to waste; and when everything is in place for the house-warming, one may expect to find in the Massachusetts Bicycle Club house a model which has not yet been duplicated on either side of the Atlantic. The idea of, and the responsibility incurred in the carrying out of, this unprecedented event in bicycle club life, is largely attached to one man, Col. Albert A. Pope, whose public spirit and energy have enabled the Massachusetts Bicycle Club, of which he is an honored member, to possess a club headquarters which must soon be the envy of the entire "wheel" world .- Boston

#### Sale and Exchange.

We have opened a department of sale and exchange for We have opened a department of sale and exchange for the convenience of our readers, in which their wants may be made known at a triffing expense. It often occurs that a wheelman wishes to exchange or sell his machine, or a new-comer wishes to purchase a second-hand wheel. This department will offer the desired facilities. The charge will be one cent fer word, each insertion, cash with the order. Initials and abbreviations count as words. Remember, it will only cost you 32 cents for 32 words, and such an announcement will be read by 10,000 wheelmen.

SECOND-HAND BICYCLES FOR SALE, to close out stock: 44-inch Standard Columbia, \$25; 46-inch Standard Columbia, \$40; 48-inch Standard Columbia, B. B., new, \$75; 50-inch Standard Columbia, \$50; 52-inch Standard Columbia, \$65; 52-inch Expert, \$90; 54-inch Yale, \$80; 50-inch Harvard, \$65; 58-inch Expert, \$90; 54-inch Star, \$55; 48-inch Star, \$65. Send stamp for information.

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A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, case of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

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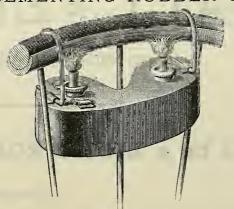


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March 1, 1885.

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FOR THIS BICYCLE, AND CAN PROMISE SOMETHING WORTH WAITING FOR.

It will be a LIGHT ROADSTER of Highest Grade.

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# SPRINGE SAZETUE. A-JOURNAL-OF-CYCLING. PUBLISHED-MONTHLY.

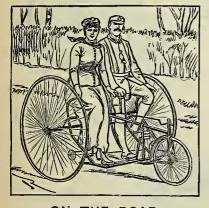
RESS OF SPRINGFIELD PRINTING COMPANY.

Vol. II.—No. 9.

SPRINGFIELD, MASS., JANUARY, 1885.

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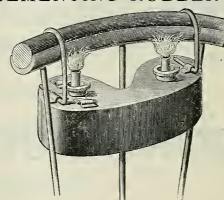
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### THE SPRINGFIELD

### WHEELMEN'S GAZETTE.

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Vol. II.—No. 9.

SPRINGFIELD, MASS., JANUARY, 1885.

PRICE 5 CENTS.

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HENRY E. DUCKER, - - Editor and Manager. Chas. A. Fisk, - - - Treasurer.

Communications must be in not later than the 20th of each month, to secure publication for the following month.

Address all Communications to The Springfield Wheel-MEN'S GAZETTE. Make Checks and Money Orders payable to Chas. A. Fisk, Treasurer.

Entered at the Post-Office, Springfield, Mass., as Secondclass Matter.

#### PHYSICALLY CONSIDERED.

The correspondence of Dr. Strahan in the London Lancet, relative to the physical aspects of cycle riding, has called forth the following valuable and interesting article from Dr. Frank W. Reilly, of Chicago. The Lancet does not indorse the theory advanced by Dr. Strahan, but distinctly declares that "such results are exceedingly rare." The testimony of a prominent wheelman at the "banquet" of the L. A. W. at Washington, last May, was to the credit of cycling as a restorative of lost manhood. A statement was made that a Massachusetts wheclman had lived thirteen years of happy married life, but had never realized the scriptural passage, "His children shall rise up and call him blessed." Eighteen months after taking to the wheel, his wife presented him with twins. What more could we ask? It may be that the wheelman did not ride up hills, or use a small saddle, but at all events, the wheel is ahead so far. Dr. Reilly's letter on the subject is as follows:-

The article in question is based entirely upon a paper contributed to the Lancet by Dr. S. A. K. Strahan-a paper which is purely theoretical, not to say sensational, and the positions of which have been successfully attacked by such eminent medical and surgical authorities and practical "cyclists" as Allbut, Boothroyd, Batten, Batterham, and others. It goes without saying that the Lancet is no more responsible for Dr. Strahan's views than it is for those of any other of its correspondents; and that the mere fact of their publication in its pages by no means carries with it the indorsement of the journal. On the contrary, in its first and only editorial utterance on the subject, the Lancet, after considering the arguments on both sides in the thoroughly judicial spirit which is one of its leading characteristics, sums up in the following language (omitting some of the strictly technical terms): . "Violent exercise, or strain, is undesirable whatever form it may assume, but in no other case is it of such moment as when it threatens the integrity of structure and the regularity of function of organs necessary to the maintenance of life. \* \* \* With regard to the injurious effects of cycling upon certain organs, much may be said on both sides. It seems reasonable to suppose that long-continued pressure or frequent impact against the pommel or horn of the saddle might end in local thickening, to say nothing of ulterior evils; but our investigations lead us to conclude that, to say the least, such results are exceedingly rare." Other points are considered in the same spirit of moderation and fairness, and the verdict is substantially that no valid argument can be raised against the proper use of a well-constructed machine suitably adapted to the individual rider.

Just what the English machine is I have had no opportunity of learning; but I have examined several of American manu-

facture and find it difficult to comprehend the basis for some of Dr. Strahan's statements and strictures and those of his only supporter, Dr. George Herschell. There is considerably over an inch of space between the saddle and any structures of the rider likely to be injured by impact therewith on the American machines which have come under my notice. The weight of the person rests on the tuberosities of the haunch bones, and not upon any soft or delicate muscles or tissues. Possibly Strahan and Herschell and the imaginary subjects whom they would save from the fate of the Scythians and Tartars fundamentally differ in their anatomical structure from the average of mankind. It is noteworthy, by the way, that Dr. Strahan has failed to respond to the request, made in the Lancet of September 27, to state whether in the past ten years he has met with a single case of the evils he so graphically depicts as the result of bicycle riding; and equally so, that Dr. Herschell, who "quite agrees with everything Dr. Strahan has said," has recently had his name put up as a caudidate for admission to the Cyclist Touring Club. Having fully expressed his opinion on the subject, he now proposes to learn something about it. Or it may be that he sets this example pour encourager les autres, with an eye to future professional employment.

#### WHO IS HE?

Dr. S. A. K. Strahan who has gained so much notoriety of late by his onslaught on bicycle riding? He is an assistant medical superintendent at a country asylum in Northampton, England; a position usually occupied by young college graduates of limited experience. He is not a practical rider, and his article is not so much on the illeffects of riding as it is on the use of small saddles, and excessive riding. The doctor has made a good point in commenting upon the fact that wheelmen are apt to ride wheels too large for them. The riding of large wheels is the cause of half the injuries now received by wheelmen from headers, etc. To get the full enjoyment of the wheel it must be just the right size, a fact that wheelmen are fast coming to realize.

#### QUESTIONS ANSWERED.

That bright and attractive journal, The Springfield Wheelmen's Gazette, for December, is before us. As usual, its clean pages (typographically) and artistic make-up are just cause for pride on the part of the American wheelmen. The general tone and quality of its contributed articles are also up to its usual high standard of excellence. The cycler who fails to enroll himself as one of its subscribers makes a very great mistake, and thereby deprives himself of an undoubted treat, and that, too, when the price is exceedingly low; the clearly printed and admirably arranged tables of records in the last number alone, being worth the price of a year's subscription.

In this last number are propounded a few questions which we will try to answer, only asking that a few questions of our own propounding be answered as directly.

rst. "The numbers in the L. A. W.?"

Ans. Approximately, 5,000; or nearly double the number in the League this time last year.

2d. "How many members of the L. A. W. failed to renew?"

Ans. About 1,000; a smaller proportion than ever before, 3d. "If the L. A. W. officials are striving to make a good financial showing instead of catering to the needs of wheelmen in general?"

Ans. Yes and no.

The officers are extremely anxious to make a good showing financially, as well as in every other way, but they do not intend to neglect "the needs of wheelmen in general."

They hope to be able to have a fair balance on June 1, 1885, in place of the deficit of last June, and they know that the League work is being carried on at proportionately less ex-

pense than ever before. With this knowledge goes the consciousness that more work of lasting benefit has been already accomplished in the first six months of this League year than during any entire year heretofore.

In return for these answers will THE SPRINGFIELD WHEEL-MEN'S GAZETTE please answer the following questions?

ist. Is the Springfield Club a League club?

2d. If so, how many members has it?

3d. If not, how many League members does it contain?

4th. When The Springfield Wheelmen's Gazette states that it would like to see "some active work in the L. A. W.," what does it mean? What kind of work?—Amateur Athlete, Official Gazette L. A. W.

It is with pleasure that we answer the questions of the official editor and recording sccretary L. A. W., although of the first three questions asked he is in full possession of the facts, which we suppose he wants to be made public, to gratify somebody's curiosity.

To the first question we reply yes.

2d. Seventy active members.\*

3d. All are members of the League.

4th. If, as the editor states, "more work of a lasting benefit has been already accomplished in the first six months of this League year than during any entire year herctofore," we would suggest that, with the official organ at his elbow, we be kept posted as to the doings of the L. A. W. officials. We will then be better able to state what we mean.

\*The reduction of the number of members in the Springfield Club is accounted for as follows: The club has dropped all members who were in arrears for dues, or did not own a wheel and uniform.

#### BETTING AND POOL SELLING.

Our friends of the Bicycling World seem to be for once on the wrong side of the fence, and in the issue of December 19, take sides against us, still claiming that "betting and pool-selling" was a potent factor in the success of the Springfield tournament. The World says:—

It is very true that there was no public pool-selling on the grounds, but the air of Springfield was full of it, and the standing of the men in the pool-rooms was the talk of the day. Several syndicates were formed among the young men of Springfield to back Hendee, and a great deal of money was taken out of the place. These things drew the crowd to the games, and the crowds made success possible. We do not hold the Springfield Club responsible for this state of things, but we do claim that the success of the tournament was guaranteed by the interest of the betting class, and it is idle to say otherwise.

Supposing we allow for the sake of argument that the World is right in the above statement, would the World have us believe that there were 500 sporting and betting men that came to the city? We think we hear them say no. Even if that number came to town the gate money would only amount to \$1,000, or about one-twentieth of the expense. Would our friends pretend to say that the laying of a wager on the one-mile open professional race would have increased the interest and enthusiasm? O no, you are wrong. Betting is wrong and will sooner or later ruin any sport that encourages it. Even in horse-racing pool-selling is finally in disrepute and disfavor.

Alden Goldsmith says it is destroying the whole business and fairness of horse-racing, and ruining hundreds of clerks and other young men. "Stopping pool-selling," said Mr. Goldsmith, "would break up combinations and give the best horse a fair chance to win." Mr. McFerran thanked Mr. Goldsmith for his bold denunciation of pool-selling. A resolution was adopted at the annual meeting of the National Trotting Association at New York that a committee of three be appointed to go before the Legislature of the State and request that the present pool-bill be retained.

At the annual exhibition and ball of the Springfield Club, the audience has always been limited only by the size of the hall. We have had an attendance of 2,100 people paying at the rate of seventy-five cents per head (and no chance of betting). How do our friends account for this? The Springfield Republican says:—

The World's premises are mainly correct, but its inferences are exaggerated. The intense interest in Hendee's fortunes was a most potent factor, and it was as strong with people who disdain to bet as with the other class. The club's profit, \$6,500, over heavy expenses, is a pretty big sum to attribute to the gambling mania, which hardly suffices to keep the managers of horse-races from loss.

Bicycling is a gentlemanly sport, and it is our aim to keep it so. We do not wish to see it degraded and dragged into the pool-rooms, and we dislike to see the cycling press make a statement that pool-selling and betting are the only means of making our popular sport remunerative.

#### WHOLESOME TRUTH.

There seems to be a mistaken idea going the rounds in regard to the attitude of the Springfield Club toward the League, started by a paragraph in the official gazette, said to be "culled"; wherefrom, unless from the vivid imagination of the "culler," no one knows. This party, by the way, seems to bave a grudge against the Springfield Bicycle Club, having indulged in several slurs against that organization. The fact is, that, though the Springfield Bicycle Club naturally felt a little sore over some of the treatment they received, they are to-day a League club, intend to remain a League club, and will take as much interest in, and do as much for, the League as formerly. They have not now 130 members, because there was a re-organization of the club, which much reduced its membership. The League has many worse friends than the Springfield Bicycle Club.—W. I. H. in the Wheel.

We cheerfully publish the above from the Boston correspondent of the Wheel, and will state, or rather, confirm, what is said, that the Springfield Bicycle Chub is a strong League club, willing to assist and bear its part of the duties of the League. But we have been accused, on account of the active interest taken the last year in L. A. W. matters, of wanting all there was of the League, offices, gazette and what not, a statement which did injustice to the active workers of the Springfield Bicycle Club, and, rather than enter into any controversy with our accusers, have concluded to let them have their own way, and they are welcome to the comfort they derive from the cowardly attacks.

#### IT IS A FACT:

That we have a friend at court.

That cycling, as a sport, is on the decline in

That the GAZETTE leads all other wheel papers in circulation.

That Springfield has the best track in the United States.

That professional bicycle riders have too much newspaper talk.

That Doodle Robinson rather stretches the truth on the medal question.

That the Springfield medal is the property of the L. A. W., and not the Springfield Club.

That Prince thinks he can beat the world on wheels.

That the new club house of the Springfielders will beat them all for convenience.

That the Waterbury watch will keep correct time, and is given as a premium to subscribers to the GAZETTE.

That the Stevens rifle is taking with wheelmen, judging from the repeated inquiries.

That the *Wheel* publications do not, and dare not, publish their circulation as the GAZETTE does.

That our lists are open to any of our advertisers, whom we should be pleased to see at our office.

That our picture of Sellers in the December issue was the most life-like of any published.

That "All is well that ends well" was the case with our tournament. The ending brought solid comfort (to our treasury).

That in the pages of published records we made a few errors.

That we closed the only pool-room we knew of that was running during our tournament.

That we are not responsible for the bets of outsiders; it does not affect our argument.

That the Rudge holds sixty-four American records.

It is said: that Chris Wheeler and Eugene M. Aaron have a strong family resemblance.

That the Memphis wheelmen will have a big tournament in the early spring.

That D. J. Canary does not sleep on his wheel, but expects to in the sweet by and by.

That George Nash rides up and down stairs on one wheel.

That we have got the lead and mean to keep it.—if we can.

That there are not enough days in the month (even if we had the time) to attend the hops, balls, smokes, dedications, etc., to which our kind friends have extended us an invitation, to all of whom we wish to extend our hearty thanks.

### THE ENGLISH WHEEL ANNUALS. THE CHRISTMAS "CYCLIST."

The Christmas number of the London Cyclist is a plethoric magazine of eighty-two pages, not counting the advertising department, with a handsome lithographed cover upon which the American and British flags are displayed in friendly conjunction. This annual is entitled "Our Camp," and the literary matter is brought in under a full report of the cyclers' camp of the future, pretty close on to the millennium. The various chapters describe the supposed campers, the races, the lawn tennis tournament, the literary competition, the dramatic tent, the concert tent, the legislative tent, the sartorial tent, the exhibition tent, etc. This method has afforded the editor and compiler a wide range to display the versatility of his contributors, and very happily has he patched his crazy quilt together. The "camp" was devised to bring together the cyclists of the world in fraternal intercourse, and, among the precedents for it, is mentioned the camp on Hampden Park, in 1883, which had some drawbacks to be avoided. These drawbacks are thus noted:-

Springfield failed. The genus Cyclist Americanus did not take kindly to canvas, but preferred the local hotels, where tbe landlords were presumably sane, or the furniture was too strong to be wrecked. Come to think of it, perhaps, there are no natural springs there for the supply of ready-made whisk—that is, chalybeate waters—so that possibly the American wheelmen were not dominated by a spirit of destruction, their own animal spirits being unaffected by ardent—at least by tonic waters—so the hotels took them in (of course they did!) rejoicing, and the bosts thereof sent not away the strangers that essayed to tarry within their four-posters. So the Spring-field camp failed, affording a melancholy instance of the impotence of camping attractions unalloyed by the proximity of a—well—a natural medicine fountain.

We confess to a little obfuscation here, but it always was hard for us to see through a real frisky British joke, unless the working plans accompany it. Perhaps it isn't a witticism, but we shouldn't wonder if it were. If we were in the way of criticism, we should say that most of the descriptive portion of "Our Camp" is too local in character to be very interesting or amusing to any but English readers. There is a good deal of wheeling slang that is comprehensible where it is used, but does not bear exporting, and, of course, we cannot be blamed if we fail to appreciate the local hits that may be very meaty and edifying at home. Leaving out those disabilities there is much that outsiders can enjoy. The British wheelmen's brain turns readily to rhythm and rhyme, and we have a very fair assortment of poetry, some of which is excellent. "The Model Road Surveyor," for instance, we have enjoyed much more than anything Tennyson has given us since he got to be a lord. Some of the things produced in the "literary competition" are good. Barring the spelling, which is atrocious and painful, the adventures of "Blojjers" and "Porkin," are very laughable, but our compositors would get "all broke up" if we should attempt to reproduce the article. We must copy one of the songs, to give a little flavor of the repast, and because it will be appreciated in Springfield, especially:-

Cockney Doodle went out West,
The Yankees to canoodle;
He stuck his medals on his breast,
And called out, "Cock-a-doodle!"
The Springfield Club had offered him
A cheque for his expenses;
But Hendee licked him out of band,
And Hendee'd his pretenses.

Cockney doodle-doodle-doo, Cockily Doodle bore him; Vankee Doodle stepped right through And carried all before him.

Sandy Sellers then went out (Sandy's not a noodle), He put Hendee's meerschaum out, Busted Yankee Doodle. Herbert, Bob, and Reuben took The starch from Yankee collars; Herb and Ru. brought value home, Howell fetched the dollars.

Yankee Doodle-doodle-doo,
To beat John Bull inclined him;
Sandy Sellers toddled through
And left 'em all behind him.

The Christmas *Cyclist* is well illustrated, and contains some full-paged pictures that are not explainable on this side of the water. We see no reason why English wheelmen should not like it well, and if it were just the kind of magazine that we like, we should like it too. The price is a shilling, and there is no doubt about the money's worth

#### THE CHRISTMAS "WHEELING."

Here is another big thing in cycling literature, a number of the London Wheeling comprising ninety-six pages of reading matter and about fifty pages of advertisements. It is edited by Harry Etherington, and we judge from the contents that he had an easy time of it. He had no lack of matter, such as it was, and seems to have aimed to make the magazine "fillin'" if not satisfying. Perhaps English wheelmen are so hungry for a special literature of their own that they will eagerly absorb anything that is placed before them, but, for our taste, the *Annual* would have been much more acceptable if it had been run through a winnowing machine.

The editor, however, is not altogether at fault, if he has incorporated a good deal of chaff with a fair proportion of wheat. Some time ago he offered 200 prizes, amounting to \$400, to be distributed in part among the contributors to the Wheeling Annual, under a sort of lottery system. This spurred the British genius to a lively exhilaration, amounting in some cases to the veritable jim-jams, and the result is, stories and sketches to almost no end, poetry by the yard, alleged jokes by the column, and a variety of indescribable miscellany, which is a good deal "fatter" for the compositors than for the readers. Accompanying each Annual 's a certificate with a numbered coupon, entitling the holder to a chance in one of the numerous prizes.

The magazine opens with a pleasant resume of wheeling events during 1884, confined mostly to England of course, but mentioning under date of September, the Springfield meet, which, for good reasons, is pleasantly recognized by English wheelmen, as one of the great occasions of the year. Here is what we find:—

We started this month with the assertion that it was the champion among months, and we feel now it could beat any of them at weight for age. Here's the Springfield tournament to go in now. Great Scott! What a month, my masters! The worthies of England, who sailed for the land of the stars and stripes, of freedom and political purity, pretty well made up for the performances of Myers & Company here. Seldom, we think, has an alien band swept so clean a board, and the "durned Britisher" returns home laden with the spoils of Jonathan.

All right, brother, it does us good to hear you crow. But you haven't got all our spoils. Come and try again for some more.

The *Annual* contains a useful table of records which are mainly correct. This we shall be glad to preserve, as it has been difficult here to collect the English records satisfactorily.

The editor has drawn liberally from American sources for good reading matter. His taste in copying largely from the Wheelmen's Gazette, and his honesty in giving due credit, merit our warmest approbation. Many of the contributed articles, as we have intimated, are excellent reading, and if these could have been sifted out from the trash, the magazine would have been vastly improved. We will close this notice with a specimen of the poetry, the tender sentiment of which is warmly appreciated despite some little zigzaggedness in the versification.

#### TO SPRINGFIELD.

Springfield, dear Springfield, our heart is with thee; Springfield, sweet Springfield, the home of the wheel; As its days glide by, let them with laurels bedeck thee, And stamp thy meet as the wheelman's ideal.

Then Springfield, our Springfield, here's a handshake towards thee,

Long may you reign on the water as queen;
May you gain all success is our deepest wish for thee,
And may each passing meet be better than its forerunner's
been.

O Springfield, sweet Springfield, May good luck attend thee; We are all going to Springfield Thy beauties to see.

#### OUR ERROR.

In compiling the table of records published in the December issue we unfortunately made a few errors which our brethren of the quill were not slow in picking out, some in a kindly manner and some otherwise. There is one unfortunate thing connected with the editors east, i. c., they are not infallible. We shall revise the tables and give them again in the most complete and condensed form possible in a subsequent issue. We quote from our contemporaries as follows:—

Journalistic enterprise is in most cases commendable, and we would with pleasure speak of the very complete page of American records published in the Springfield Wheelmen's Gazette for the current month. Unfortunately again for Springfield, the figures lie, and the records are wofully inaccurate, both in the amateur and professional tables and are consequently valueless. \* \* \* The whole table should be revised and republished, as it will only cause confusion in its present unreliable form.—The Wheel.

[In our attempt to return good for evil by saying something complimentary of the S. W. G., last week, we were led into the error of praising these tables of records. We wish, now, to withdraw the statement then made, and refer our readers to the table in Bicycling World for December 12. Coming from the chairman of the racing board, they must be correct.—Ed. Official Gazette.]

Again wrong, for the *World* the same week makes corrections in six of the records which the official editor endorses as correct.

To those wheelmen and L. A. W. members who doubted the wisdom of the League in expelling the ex-corresponding secretary and editor of the Wheel from L. A. W. membership, we would respectfully refer them to the issue of the Wheel for December 19, and we think the illusion will gradually disappear, for it is seldom that an editor so far loses his self-respect as to condescend to risk the reputation of his paper, by such a mean, contemptible piece of business as is indulged in by the editor of the Wheel.

Our recording secretary and official editor of the L. A. W. gazette, Eugene M. Aaron, resents the insult to the party and League members, in the issue of the L. A. W. gazette for Jan. 3, in an able and masterly manner, and leaves no room for a doubt that the League was wise in its action as regards the expulsion. Mr. Aaron is entitled to a hearty vote of thanks, for the prompt and efficacious way in which the insult was resented, and must certainly meet with the approval of all fair-minded wheelmen.

Chris Wheeler, one of the brightest of correspondents for the cycling press, says he "is pleased to chronicle the success of The Springfield Wheelmen's Gazette, and will allow, with the critic of the Cyclist and Athlete, as also with the opinions of the S. W. G. itself, that 'typographically' it is a success, and a good one. But why utilize clear and open type to express muddy and covert aspersions? Now Chris did a little howling himself at the last L. A. W. meet, for a League organ pure and simple; but because his exact ideas were not gratified, he does not feel extra bad, but lends a hand towards the safe sailing of the ship as she stands."

We quote the above as showing that correspondents are not, as a rule, infallible; and Chris has fallen into the lamentable error of letting his imagination get the best of him. We should like to call Chris's attention to the *fact* that until the issue of the L. A. W. gazette of December 18, in which he speaks pleasantly of THE SPRINGFIELD WHEELMEN'S GAZETTE, that some of his statements concerning the Springfield Bicycle Club or

the GAZETTE, for the past six months, have been without the shadow of truth. We were charitable enough to believe that the items were not born of malice, and forgave him. We (of course) agree with Chris as to what he says in the first part of his article relating to THE SPRINGFIELD WHEELMEN'S GAZETTE, and in answer to his question, "Why utilize clear and open type to express muddy and covert aspersions," we can only quote him the old motto, "It must be cruel to be kind," and state that there was a necessity for a sharp rebuke. As to being the League organ, why, bless you, that is the least of our troubles; we are infinitely better off without it; we did not want, and never sought it, and it was only after repeated requests that we made any offer whatever. We circulate to-day over two copies to every one of the L. A. W. organ, and are content.

Mr. John Brooks holds possession of the trophy representing the ten-mile amateur championship. He does so without right or title. It is understood that he will travel about the country and advertise himself as ten-mile champion. Wheelmen are notified that he has no claim to the title, and that the medal he displays does not belong to him. The League is amply secured in the matter by a pledge demanded of Brooks before the medal was delivered.—Chairman of Racing Board in the L. A. W. Organ (Official).

Why this slur on John Brooks? He honestly won the medal and according to usages is entitled to hold the same till the next meeting of the L. A. W., or for one year. The fact of Mr. Brooks turning professional does not debar him from claiming what he has fairly won, and holding the medal till the time called for the next championship, when Mr. Brooks will, like a true gentleman, hand over the same to the L. A. W.

Will the Spirit of the Times kindly point out where The Springfield Wheelmen's Gazette ever offered even a feeble attempt to bolster up the Jumbo Park records? or where we have upheld the racing board in accepting the same? The article in the December Gazette was not intended to stir up the controversy again, for we fully agreed with the Spirit on the Jumbo Park records, our only objection to the Spirit was on the ground of the tone of its article, which, to say the least, might have been drawn a little milder. We therefore fail to see where or how the Spirit expects to apply the article, "Crawling Through a Knothole," published in the January 3d issue, to the Springfield Gazette.

Our genial recording secretary, and editor of the official gazette, L. A. W., has kindly answered all of our questions propounded in the December issue, and in return has asked of us a few, which we cheerfully answer in another column. As Mr. Aaron has shown so kindly a spirit in his replies, coupled with the request that we offer some suggestions relative to League work, we cannot do otherwise than respond, and will in some future number illustrate in a practical way how we think 10,000 wheelmen could be induced to join the L. A. W. the coming year.

We wish to call the attention of our readers to the able and interesting article in another column from our Hartford correspondent, on the L. A. W. To our mind it is the most practical and business view yet taken of the League management. Our correspondent handles the subject in a masterly way, and in such a manner as to command the respect of all. We should like to see the article placed in every L. A. W. member's hands.

#### DANIEL JAMES CANARY,

THE CHAMPION PROFESSIONAL TRICK AND FANCY BICYCLE RIDER,

Was born in New Haven, Ct., December 22, 1863. Shortly after his birth his family removed to Meriden, Ct., where they have resided ever since. While a telegraph operator in the latter city, in the spring of 1880, a bicycle school was opened. It was there he first saw a bicycle, and soon he became greatly interested in the sport. In the fall of the same year, at the Connecticut State Fair, held at Meriden, he made his debut as a racer, defeating all the local riders. In the spring and fall of 1881 he won several medals in New Haven and Meriden, Ct. It was about this time he conceived the idea of becoming a fancy and trick rider, making his debut as an amateur trick rider in the skating rink at Meriden, Ct., February 12, 1882, and afterwards giving exhibitions throughout the State. In September of the same year he won the Rollinson amateur championship medal of the

United States at the American Institute, New York city. In July, 1883, he accepted an engagement with F. E. Winslow, of Cottage City, Mass., to give exhibitions throughout the States, thereby becoming a professional rider; and up to the present time has been giving exhibitions about every night. While at Bar Harbor, in September, W. D. Wilmot raced him five miles for a silver cup offered by the management of the rink. The track was eighteen laps to the mile, and in the second lap he fell off in attempting to pass his opponent and bent a pedal. Straightening it, he remounted, and, although Wilmot had gained two and a half laps, he succeeded in landing a winner by half a lap. In the first part of October he broke his contract with Winslow, as the latter desired him to do other work than bicycleriding. Since the middle of October he has been his own manager, traveling through New York.

February 22, 1884, at the annual exhibition and ball of the Springfield Bicycle Club, he defeated Harry W. Tufts for the professional championship medal of the United States, given by the

Springfield Bicycle Club. At Chicago, Ill., June 14, 1884, he defeated Warren Wood, of Chicago, for a purse of \$500, and the championship of America.

Mr. Canary easily excels his competitors in the number and variety of his tricks, and the ease and grace with which all of his performances are executed, creating great enthusiasm wherever he exhibits. He was the first one to perform the wonderful feat of mounting in the saddle and, without touching the ground, turning his bicycle a complete somersault. The upside down trick, and the spider act, while balancing his wheel upon two step ladders, always bring forth merited applause. Mr. Canary is now traveling with the Canary, Livesy, and Gilmore combination, and playing to crowded houses throughout the Eastern States.

The New York *Clipper* is the authority for the following: "A Brooklyn bicyclist is mad with Charley Perry, the night clerk at Hudnuts, because when the wheeling dude asked for something to bang his hair, Perry told him they didn't keep curry-combs."

#### A MOONLIGHT RAMBLE.

"Who wants to take a spin?" were the words uttered by Captain Polhill, of the Macon Bicycle Club, a few nights since, of a decided moonlight tendency. "I do!" was heard on all sides. Five members besides the captain, however, were the only ones that showed up on the road. For a moonlight stroll? Oh, no! For a moonlight ride? Oh, no. Well, what? Well, you can bet your life we were out for fun and we had it too. Just wait until I can get time to breathe. You see it was this way: We had lit our lamps in the city and were moving out on the road when some one proposed that we either extinguish our lamps or the moon. A vote was taken and by a majority of six it was decided to put out our lamps, which we accordingly did. The next thing in order was to run the gantlet of the toll-keeper that keeps an eye open for any of us that might pass. We always had the money to pay our toll in case he caught up with us. But it always did us good to tease



DANIEL JAMES CANARY.

the old man by slipping by him and having a ride on the fine hard road that was our paradise on a bright moonlight night. We were nearing the gate by this time, and when within about one hundred yards of the gate the captain commanded a halt and deputized one of our number, Horton by name, to about face and proceed to inspect the premises and report back immediately. Horton then left us, to carry out his instructions, but he could have done but very little inspecting before we heard a yell that sent cold blood rushing through our veins. "Sic him! sic him! begorra! Befaith an it's me that's the boiy that'll show ye dirty blackguards how to be afther chating a poor old man an a few cints." Poor Horton! he had got the first glass of fun that was in store for us that night. Horton, being a slim fellow and a good runner, managed to get to where we were and yelled at the top of his voice, "Go through the gate while the old man's out here." We pitched out and soon left the dogs and their owner behind, he no doubt gnashing his teeth and swearing to get even with us if we ever passed again. We halted a safe distance from the gate for a smoke and to hear Horton recount the story of his miraculous escape.

"How's my pants behind?" began Horton.

"What pants behind?" we asked; "we think you're doing all your panting in front."

"That's enough," put in Horton. "I want to know if the seat of my pants are in a fit state of preservation to warrant my commingling, without a sense of impropriety, with any 'ladies' of the opposite sex."

An examination revealed the fact that it would be unwise to attempt to fully restore the pants to their accustomed position. But as a great many of us had gone through the same thing before, we had a needle on hand and we soon applied it to the wounded pants. With a "that'll do till I get back to home and mother," we seated ourselves to listen to Horton's tale. After leaving us he crept around the house very silently and was looking in through the window to see if he could catch a glimpse of the old man. He had just spied him

enjoying a pleasant smoke, when he heard a mighty rumbling from behind that seemed like unto a mighty pack of wolves on a hunt for blood, and the next thing he knew he felt himself whirled through the air, the slack of his pants catching the air and acting as a pivot. The old man appeared on the scene and recognizing the slim calves of the intruder decided that he would put a stop to his moonlight frolic. But Horton didn't take to that idea so well and besides he didn't have those slim calves for no purpose, and he immediately brought them into use by regaining his machine after the manner described.

Forward! was announced and we were soon bearing down upon a small store owned by a German who didn't regard us as very worthy followers of that Good Book, owing to a little misunderstanding that had arisen between us last summer in regard to the rightful ownership of some watermelons. We pulled up at the store, however, and ordered "plain sodas for six." "Vas you not minors, mine friendts?" "Nein," we replied, "we vas 'wheelers." "Och! Allus recht, mine friendts," said he, producing

the desired liquid.

Once more we started out and we determined to have some fun this time sure.

"Hello! who goes there?"

"Only a 'wheeler boy,' only a man on a wheel."

"Yes, sir, but hold right up, young chaps. On these premises you can't steal."

There, "busted" again and badly too!

You boys up north don't know how nice it is to sit in a big "cane patch" on a bright moonlight night, and enjoy one's self by chewing the very essence of the syrup-making weed. How often we have contrasted the difference between our balmy climate with its seasons all the year round for fine tours and midnight raids on the farmers' watermelons, cane, and orchards, against your cold and wintry seasons, where we imagine to attempt to ride on a December day would be looked upon as the freak of a madman. We were just in the midst of such a discussion when our ears overheard the above stern remark and- Well! you've never experienced it, we know. That is, to have a double barrel shot gun placed at such an angle towards you that one can complacently view the

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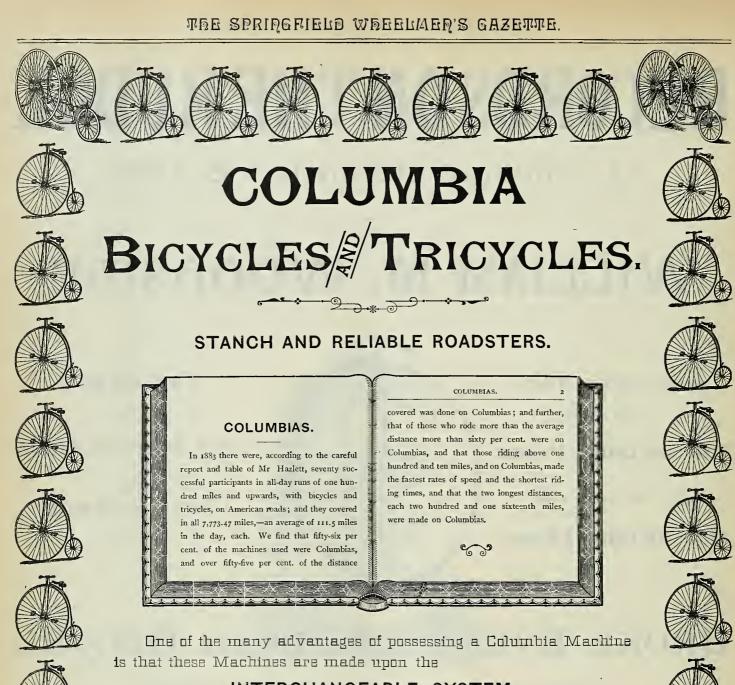
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wad covering the shot; it ain't so nice, I assure you, but nevertheless it was the case with us just then. Time was precious, too, and as for words we couldn't find one in all the English language that would satisfactorily explain our presence in that exact locality at that moment. Our captain began to open negotiations for a cessation of hostilities with a view to a treaty of peace, and we in the meantime were engaged in hiding the pile of sugar cane that we had congregated around. Our offer to pay whatever indemnity was asked by the farmer and to depart never to show up in that region again had the wished-for effect, and we were allowed to depart without further molestation. What time is it? Twenty minutes past twelve, and nine miles from home and mother. It was

our intention to bring home as trophies to show the boys that were too lazy to come, a stalk of cane each, but, owing to the shape that matters had taken, we decided that we were too late to bother with it, and we resumed our journey homeward. The road was fine, and feeling in good spirits it didn't take us long to reach the scene of our first excitement. The gate was closed and we were sure that the keeper's eyes were ditto, so we dismounted and commenced to put our machines over the gate. "Hould on, ye blackguards, and av twinty cints don't be forthcoming from ach av ye I'll brake ivery bone in ye bloody bodies." "Fork it over, boys, and let's get home," and each of us with a trembling hand gave the old man his money. The captain handed him an extra quarter for his trouble in keeping awake until we came back, to open the gate. In shorter time than it takes to walk it we were at home, and each nestled in his bed thought of (at least the writer did) times when the shot gun on occasions of a social gathering would be dispensed with. REB.

Fears of "a bicycle ministry" were expressed by Rev. F. M. Zabriskie in an address at the centennial of the "Dutch Reformed" theological seminary at

New Brunswick. He did not "mean to disparage that ingenious invention, nor forbid its use to the weary student of any kind," but neither did he regard it "as the realization of the wheels in Ezekiel's vision." He could not conceive of a Dr. Livingston, Frelinghuysen, or Kuypers, looming up before his astonished parishioners on one of them. "It is easy," suggests the Christian Register, "to amuse ourselves by taking people out of one age and set of associations, and setting them in another. The old-fashioned minister used 'the one-horse shay,' a vehicle far more grotesque and less dignified than the modern bicycle. It is quite as easy to imagine Paul doing his missionary work on a bicycle, as to imagine him driving around among his parishioners in a 'one-horse shay.' Dr. Holmes has written the epitaph of that institution." FRED RUSS COOK,

THE CHAMPION OF THE PACIFIC COAST,

Was born in San Francisco, Cal., November 9, 1861. Is five feet, nine inches high, weighs 176 pounds; racing weight, 168 pounds; 23 1-2 inches thigh measure; 16 1-2 inches calf; chest expanded 41 inches. -Habits are strictly temperate, never having touched a drop of strong drink; also never uses tobacco in any form. As to athletics, he has always shown himself to be superior, especially in swimming and bicycling. First learned to ride in March, 1884; used a 54-inch Special Harvard. Entered his first race at the Olympic Club's games, May 30, 1884. This race was a one-mile maiden, which he won in 3.17 1-2. Also on the same day he won the half-mile scratch, in which all the noted

coast flyers were entered. It was the winning of this race which made him famous; in the final heat Cook, Tenney, and Finkler came to the scratch; they got off well together, Cook, on the inside, lapped by Tenney, and Finkler trailing. It was the most exciting race ever witnessed on the coast; several times Tenney brought his wheel even with Cook's, but could not pass. Cook crossed the line in 1.29, 1-4, just far enough ahead to show the race was his. Tenney second, and Finkler about two open lengths in back. This lowered the record, which was 1.31 1-4, held by Tenney.

FRED RUSS COOK.

The next time he appeared on the track was at the Merion Cricket Club's games at Stockton, July 4, 1884. Here he defeated Tenney in two races, one-half-mile scratch, and one-mile handi-

cap; Tenney had thirty yards. The time was slow, as it was on a horse track, and very hot.

He next ran at the Merion Cricket Club's games in San Francisco, September 9, 1884. This was also on a horse track; he easily won the half-mile, and might have won the two-mile, but for an unfortunate accident, which made him be content with second place. The accident, about fifty yards from the finish, was caused by his slipping a pedal, he was thrown to the ground, but luckily escaped uninjured.

His last race was at the Olympic Club's races, November 27, 1884, distance one mile; won this race in 3.04 3-4, thus beating Captain Egger's (of the San Francisco Bicycle Club) record of 3.15 1-4. The time would have been much better had the

track been in good condition.

Has won seven prizes; six first and one second.

Holds the mile and half-mile records for the coast. Has run on the road 103 miles in ten hours, twenty minutes.

Is the captain and one of the best workers in the foremost club in the State, the Bay City Wheelmen.

He is their hope and pride, and the club rightly feels proud of his achievements.

#### CYCLOMANIA.

"Yes'm, it's a bicycle, Mrs. Eurydice, and I am going to become a rider, ma'am; that's what I bought it for, and that's what I shall do with it, ma'am," and Mr. Eurydice savagely jerked off his coat, accompanied by a glare that said plainly, "I'm not to be bothered, ma'am."

"What's that—better bought frocks for the children with the money?—Fie, woman, fie, look thou upon this cmaciated frame, shattered and wrecked by the hopeless task of attempting to satiate the vain desires of Mrs. Ophelia Eurydice. Look, woman, then say no more;" whereupon the frame proceeded to divest itself of a waistcoat and suspender, preparatory to mounting the bicycle.

"Shall I steady it for you, dear?" asked Mrs. Eurydice, af-

ter her liege lord had vainly endeavored to mount it free and unaided, on the inclined surface presented by the back yard cellar door. "Can a new born babe walk?" demanded the frame. "No, nor an embryo rider ride; therefore I will kindly condescend to accept your assistance;" and, righting the bicycle, Mr. Eurydice knowingly ordered his wife to place herself at the right of the machine with her hand pressing the brake, while he mounted from the rear, and on the word being given she was to let go. This programme was faithfully carried out, but, alas for human expectations! the shock occasioned by the wheel leaving the inclined cellar door and coming in contact with the smooth level lawn, unceremoniously sent Mr. Eurydice sprawling into the midst of a blooming flower bed. To add to the discomfiture of a bleeding nose and bruised shins, he was greeted, on rising, with a sympathetic laugh from his wife, while she cheerily remarked, "Try it on the level ground, darling, perhaps you can ride it then."

"Fiend!" shrieked Mr. Eurydice, "in the hour of my distress you taunt me, you glory in my sufferings," and he performed an impromptu war dance on his overturned wheel.

"Oh yes! try it on level ground, did you say, Mrs. Eurydice? Wonderful, wonderful the suggestive faculty of mind you possess! if I only had a tithe of it, I would box it, frame it, tie it with a rope around my neck, and then go forth with an auction bell, and dispose of it to the highest bidder. You think I can ride it on the level ground, do you? Of course I can, madam; all that is necessary is to straighten up the measly thing, mount it, then away on the wings of eagle flight.

'As if he knew the terrible need— He stretched away with his utmost speed; Hills rose and fell, but his heart was gay, With Sheridan twenty miles away.'

Wonderful, wonderful the sagacity of your irascible temper, Mrs. Eurydice."

"Mary!" he yelled to the cook, "give that beastly machine to the first starving tramp that applies."

WILLHELM.

#### Correspondence.

#### THE NEW YORK CLUB.

[The Springfield Wheelmen's Gazette wishes to call attention to an erroneous statement, published in the December issue, under the caption, "New York Notes," written by our correspondent, "Award," in which "Award" utters a malicious falsehood and slander about our friends of the New York Bicycle Club; a statement which did not attract the notice of the editor at the time, and for which we apologize to the offended parties. That the article was a malicious slander we have not the least doubt. It was unkind and uncalled for, and we regret that such an item should have crept into the columns of the GAZETTE. The action of the New York Club in this matter is an example worthy to be followed by wheelmen, for, instead of rushing into print, as others have done, we have received several communications on the subject, all in a kind and friendly manner, a couple of which we cheerfully publish. Unfortunately we sent to all League members in New York State, not subscribers to the GAZETTE, a sample copy, and, in order to repair the damage as far as possible, we shall send to these parties a copy of this issue.]

NEW YORK, December 15, 1884.

Editor Springfield Wheelmen's Gazette:—

I have just finished a pleasant hour with your very readable issue for December, and was much amused at the gratuitous notice of the New York Club, given by your correspondent, "Award," in his New York notes.

I have not the pleasure of this gentleman's acquaintance, but will be glad, as I am sure will other members of the club, to see him at our quarters, and try to make him comfortable in the "one room in a very undesirable portion of the city."

The New York Club enjoys bicycling as a pastime, without making it a business; and rides to suit its own pleasure and convenience. It, nevertheless, regrets that the management of its own affairs is distasteful, as it appears to be, to so

critical and well-posted a wheelman as "Award." Though in his opinion "it is not much of an organization," it has, nevertheless, come to stay, and our carping friend may better devote his time and attention to matters nearer at hand, than is the requiem of the second oldest club in the country. "Never say die" is a maxim of the New York Club, and of

Yours fraternally, NEW YORKER.

Editor Springfield Wheelmen's Gazette:-

Your New York correspondent in the September number indulges in some ungentlemanly attacks, which I hardly think could have passed under your eye before printing, but which are gross enough to suggest that he be not allowed to insult wheelmen any longer in your columns. His statements in regard to my own club, the New York, are not only so discourteous, but so incorrect, that I feel compelled to reply to them, and trust you will give the reply the same circulation as the attack. He says, "The club house of the New York Club consists of one room, and is located in a very undesirable part of the city. The club as a body is never heard of, and, as yet, I have not seen a club run of theirs. 'Tis, indeed, true that 'but for the president, Mr. Adams, the club would have reposed in the silent grave long ago.' However, it is not much of an organization, anyhow, and who would sing the requiem in case it were to die? Who?"

In reality the New York Club occupies a threestory building, containing wheelroom, parlor, locker-room, bathroom, and janitor's quarters; and is situated on Broadway, at the corner of 57th street, where Broadway-leading into the west drive of Central Park - is a favorite route for carriages and horsemen; and directly opposite the Rutland, one of the finest new apartment houses in New York. Within a radius of three blocks are ten more apartment houses, including the famous Navarro houses; and two short blocks away the Citizens' Bicycle Club has built its house; having wisely followed us to this part of the town, away from the cheap booths and low drinking saloons of upper Fifth avenue. Judging from the tone of his letter, your correspondent is hardly likely to know our members personally, and as Mr. Rich, the five-mile state champion, and Mr. Davidson are our only racing men, and as we do not indulge in tea-fights, he may not have heard much of the club "as a body." Nor may he have seen a club run of ours, for these are not confined to the smooth surface of Riverside Drive, but are always a matter of twenty or thirty miles. Much of our riding is done, I confess, in twos and threes, for business men here are too busy to do more than snatch the odd minutes for recreation, but we manage among us to cover never less than 25,000 miles in a season. We have a strictly bicycle club, there being plenty of social clubs in New York to belong to, but the esprit du corps is strong amongst our members, and any one of our neighbors hoping for our speedy demise is apt to become gray while waiting.

Yours truly, EDWARD J. SHRIVER.

OTTUMWA, December 15, 1884.

Editor Spring field Wheelmen's Gazette:-

I noticed in your "Official Returns" in the December number that Iowa has two hundred and twenty-four subscribers to the GAZETTE, and as that journal is an earnest devotee of the L. A. W.

I know this bit of correspondence will be acceptable. The two hundred and twenty-four subscribers represent thirty-nine towns and cities; and the number of L. A. W. members is sixty-three, representing twenty-one towns and cities. It does seem to me that a wheelman who takes enough interest in the wheel to take the best bicycle paper published, ought certainly to afford to join the L. A. W. To some, at first sight, this may seem a slur on the GAZETTE, and to others on the L. A. W., but it is not intended for either. We need more members to make our meets and races interesting, and acressly hope that by the beginning of the new League year our membership will be increased to two hundred and twenty-four.

ROTA.

[We are of the opinion that the Springfield GAZETTE'S circulation in each State exceeds the L. A. W. members by about two to one, although we have not the figures at hand. Send in your communications, brother, and we will do what lies in our power to help you catch us in numbers.—Ep.]

#### AMERICAN RECORDS.

Editor Springfield Wheelmen's Gazette:-

We find by late English papers that our friends over there won't believe in the records made by George M. Hendee, on October 16, 17, in his attempt to lower the world records for one and five miles; but we know they were true records, and he holds to-day the world record for 1-4 and 3-4 mile.

First, let us see under what circumstances he rode; as for the track, nothing need be said to those who have seen it, but the weather was not as favorable, for it was one of those raw and windy days when we prefer to be indoors; as for racing, it seemed impossible to make fast time, but we had underrated our man. Our English cousins draw too strongly on their imagination when they say the record cannot hold, for of course the wind must have been at his back to make such time, which was not the case, but on the contrary blew up the home stretch (the only straight part of the track), and must have made a difference of three seconds to the mile.

I cannot see how they can take Mr. Myers for authority on starting bicycle races; he may be on running, but on cycling he can't occupy that position, for his own words show he is not up on the rules; or why should he have preference over some of our cyclist friends who have witnessed all the important races, and helped frame the racing rules? Such men we had at Springfield in September, and, as they held watch over the timers, they know how true our reports were, and can give their word as to our system and accuracy in starting.

Never have I seen (and I have been present at nearly all the races held in the past three years) a racer start before the pistol without being called back, though Mr. Myers holds to the contrary.

Again, we find Mr. Myers in error when he says the timers take the start from the flash. We start our watches from the *report* the same as the racer; and if we did as he says, will he be kind enough to compute the fraction of a second's difference between the flash and report to a person ten feet from the pistol, for the racer, timer, and pistol are all within that distance of one another? And when he says he is ready to bet that Hendee's attendant was not cautioned as to having both feet back of the line, and also we have nothing to show how far over the line he went when he pushed

him off, does he suppose we would allow such a thing?

Of the gentlemen who have timed at the Springfield races for the last three years, I would only say that one of them is and has been the leading watch-maker in the city for fifteen or twenty years.

I am very sorry to find they cannot believe our word of honor as to these times; but if they won't, they won't believe their own fellow-countrymen, for Mr. Thomas Warwick and Mr. Reuben Chambers were judge and referee on that occasion, and each held a watch independent of the timers, and agreed to a dot with our time. They know what George M. Hendee is made of, and acknowledged to me on that day who was the better man, Sellers or Hendee. (Can you guess?)

Now what I want to see is, when a man makes such a record, the cycling papers acknowledge it, and give the man his due; for surely he cannot be praised too highly for his performance on that day.

The official time was as follows: One mile—1-4m., 38 1-5; 1-2m., 1.20; 3-4m., 1.59; 1m., 2.42 4-5. Five miles—1m., 2.51; 2m., 5.51 3-5; 3m., 8.55; 4m., 12.02.; 5m., 15.03.

#### HOWELL vs. PRINCE.

Editor Springfield Wheelmen's Gazette:-

In justice to Mr. Howell I wish you would kindly insert the following letter in the columns of your paper. It is from the Sporting Life, under the date of November 26, 1884. I wish to say further on my behalf, that after Mr. Howell's defeat at Springfield, Mr. Prince stated that he would be only too glad to race him, and he had no doubt but they could arrange terms. On behalf of Mr. Howell I stated to Mr. Prince the following conditions: First, that Mr. Howell would race Mr. Prince, even, for one mile, for \$100 a side, the money to be given by the Springfield Club. This race was to have taken place at the opening of the fourth day. Mr. Prince refused to race, on the ground that it was not enough money, and I would have Mr. Howell race him for \$1,000 a side, the money to be posted that night if necessary. For reasons of his own he also declined to accept this proposition. Failing to bring Prince to terms, and knowing that Mr. Howell would soon leave this country, and fearing that Mr. Prince would have some excuse for not meeting Howell, I told him that Mr. Howell wished me to say that he would give Prince five seconds start in one mile and race him for nothing. Mr. Ducker and a number of members of the Springfield Club were present, and if Mr. Prince had had any great desire to meet Howell, he certainly could have accepted one of the propositions. I only wish to add that Mr. Prince's character for truthfulness is better known in England than in this country, and as Howell, Wood, Lees, Keen, and DeCivry will be over here next year, he will have an opportunity to prove some of the statements he has recently made. H. D. Corey.

Editor of the Sporting Life:-

In answer to John S. Prince, I beg to say Prince was afraid to ride me again, as he well knew I should beat him. He states that when he beat me a certain party lost a lot of money; I can assure his friends it was not any of our party, as we could not find any one in America who would back Prince after I beat him the first day, giving him five seconds start. He goes on to say that the same party offered \$60 for him and myself to ride. I must remind him that the Springfeld Club offered the \$60 and the ground free, but he declined to meet me, and when I asked him his reasons for not meeting me, he made all manner of excuses. Prince never chal-

lenged me while I was in America, but so soon as I leave that country he begins to make a big talk. In the Warwick Hotel. Springfield, Mass., Mr. Corey (on my behalf) wished to stake and draw up articles on the spot, but he (Priuce) declined on the ground that he had no backers present. He cannot deny this, as he went all over Springfield looking for Tom Early, of Boston, and wanted him to find the cash. He also says his reputation is as good as mine, and he came to Boston to make a match. When he was in England, he was reckoned a good second-class man. I was only in Boston one day, aud met Prince in Mr. T. Early's, but he did not mention that he wanted a match, that is, a match for money, but he wanted to run me a "barney." He never won a championship in his life. I am open to run Prince from one mile up to twenty-five miles, for \$2,500 a side, and will go to Springfield at my own expense, or I will allow him \$250 for his expenses, if he will come to England. Rather than Prince should try to get out of a match (which I am certain he will do), I will give him the following starts, viz.: 25 yards in one mile, 50 yards in two miles, 75 yards in three miles, 100 yards in four miles, 125 yards in five miles, 150 yards in six miles, 175 yards in seven miles, 200 yards in eight miles, 225 yards in nine miles, 250 yards in ten miles. Surely this is enough for a man who claims to be a champion. I will make either of the above matches for \$2,500 a side. I am, sir, yours, etc.,

R. HOWELL, Champion Bicyclist of the World.

BLOSSBURG, December 22, 1884.

Editor Spring field Wheelmen's Gazette:-

Will you please insert the following in your valuable paper? I would like to say a few words to the American bicycle riders in regard to the best bicycle to ride. In my experience, the celebrated Rudge wheel stands ahead of all others. I have had a good deal of experience. I have ridden on all the fastest wheels in England and also in America, but have never found one to equal the Rudge, either for strength, speed, or neat fittings. Probably this will be of some benefit to beginners who want to purchase a stanch and reliable wheel. I have received several letters from wheelmen asking for a little advice in regard to which is the best bicycle for a new rider to purchase, so I think it my duty to advise them as far as my experience extends, therefore I say to all wheelmen, if you want to get a stanch and reliable wheel, either for strength, speed, neatness or lightness, the celebrated Rudge cannot be excelled.

I remain, yours very truly, JOHN BROOKS, Champion of Pennsylvania.

### HARTFORD MATTERS, AND OUR CORRESPONDENT'S VIEW OF THE L. A. W.

HARTFORD, Dec. 18, 1884.

Editor Spring field Wheelmen's Gazette:-

It was with great reluctance that Hartford cyclists finally housed their wheels at the close of the notable riding season of 1884; but although the out-of-door use of the wheel is necessarily suspended for a time, it appears that our interest in cycling is not at all amenable to the rules and regulations of the almanac, and there seems to be a tendency to talk "wheel" all the year round. The season of 1885 is already anticipated with great interest. Mr. Goodman's riding-school, run in connection with his Rudge agency, is liberally patronized, and will graduate a goodly number of new riders, well prepared for the road, in the spring. Of course Mr. Goodman intends to have them mounted on "Rudges." Messrs. Storrs & Candee, who do a large bicycle business in connection with their hardware establishment, have taken the agency for the "Royal Mail" and "Victor" machines, and are anticipating large sales. Great activity is manifested at the Pope Company's factory on Capitol avenue, where the "Columbias" are rapidly turned out, and daily shipped to all parts of the country, indicating that the cycling fever is a widely-spread eontagion, fast becoming epidemic, endemic, and sporadic, which all ablebodied people are certain to catch sometime.

It may be said that the Connecticut Bicycle Club, by virtue of its splendid record for 1884, has become par excellence the nucleus of our local interest in cycling. It will not, I think, rest contentedly upon its present laurels, but will surely be heard from again another year. Springfield, Hartford, and-New Haven? Yes, why should not New Haven, with the proposed new track and a little less "vigorous foreign policy," be one of the big three of '85? The Connecticut Club has finally succeeded in obtaining new rooms, pleasant, commodious, and conveniently situated on Central row, just around the corner from Main street. They are now being elegantly fitted up for the club's use, and will be ready for occupancy soon after January I. By the way, while I think of it, I would like to say for the benefit of the editor of the Amateur Athlete, that the Connecticut Bicycle Club disclaims all knowledge of the origin and authorship of that exceedingly overdone "Jewelry firm, Seller's trophy, \$50," paragraph, which he read for the 365th time, and then devoutly wished that it might be allowed to R. I. P. We have taken no interest whatever in that paragraph, except to deplore the author's poor ability for judging values. When we get up a costly and elegant diamond trophy, and send it abroad to become the property of the amateur recordist of the world, we hate to see its value limited to \$50.

In the absence of material to enable me to devote this "Hartford letter" to a column or two of strictly Hartford cyclings sufficiently interesting to engage the attention of the GAZETTE'S readers, I hope you will allow me space for a few comments on some of the recent criticisms of the management of the League of American Wheelmen. It is very apparent that the League ought to do more than it has done, or is now doing, in the fulfillment of its avowed mission "to promote the general interest of cycling; to ascertain, defend, and protect the rights of wheelmen; and to encourage and facilitate touring," but I think that few fair minded wheelmen can be found, who, after full and impartial consideration, would not decide that the organization has been directly and indirectly greatly beneficial to cycling in this country, and that its maintenance merits the hearty cooperation and support of every cyclist in the land. A fair view of what it has already accomplished, discovers no exception to the general rule that the united action of the advocates of a cause should be more conducive to its success than the greatest possible individual efforts of a far greater number of defenders. It isn't necessary to cite in detail what has been accomplished by the League's direct action in the way of securing favorable decisions at law, thereby establishing healthy precedents; valuable concessions from railroads and hotels; opening of parks; uniformity in the government of races; and other results equally beneficial. We all know that it has done much; we heartily wish it were more. Indirectly it has perhaps done more than directly. The League meets have been invariably followed by widely extended and favorable expressions of popular approval which must have acted specifically on existing prejudice, and the very fact that it is generally known that American wheelmen are prepared to defend their rights unitedly has doubtless prevented certain city and town officials from manufacturing laws which would render the use of the wheel impossible in many localities. Now if the League, with a membership which as yet barely exceeds 5,000, has accomplished so much that is good, it seems that its possibilities would be almost unlimited with an active, harmonious membership of, say, 20,000.

Let us admit that the growth and prosperity of the League is in every way desirable. How can it best be effected? I fear that none of the proposed changes in the constitution, or greater activity on the part of the officers, or any amount of stronger defined purpose and increased consistency in action generally, can avail much unless first and foremost we have a determination all round to work together fraternally, in harmony, and good fellowship for the success of the common cause. Of late petty jealousies and personal trivialities have nearly superseded everything else in the discussion of the League's affairs, and most of the suggestions which have been made ostensibly with a view to improving the organization have, when sifted, been found of no practical use, and apparently made solely in the spirit of cavil and senseless fault finding. Where could one find a better field for seeking out analogies, and making comparisons between different degrees of inconsistency, than in the matter relating to the League which has appeared in some of our cycling publications during the past month? What fearful and wonderful shafts of sarcasm have been fired from all points of the compass at that modest, and it appears to me worthy publication, the L. A. W. gazette. At the last annual meeting it was very sensibly decided that it would be better for the encouragement of cycling to have wheelmen get the benefit of expressions of opinion relating thereto from different sources; from Boston, Springfield, New York, or any locality from which such opinions might emanate. To admit of this the cycling press must be encouraged and sustained; so it was decided to reserve the gazette entirely for official notices, and such other matter as might relate solely to the League's affairs, and to make it in no sense a cycling newspaper, in order that its publication might in no way interfere with the circulation of the regular wheel papers. In return for this compliment we now observe some of our foremost cycling publications editorially backing correspondents who rave and roar because the gazette is not a full-fledged, interesting newspaper! Quite extraordinary in view of the fact that if the gazette were such a paper it would certainly tend to greatly diminish the dissemination of their editorial intelligence. The editor of the Bicycling World openly avows that he pitches his gazettes into his waste basket without unwrapping. Pity that he should wave this fact before the rank and file of the League. Its faith in his superior wisdom might result in a general following of his example, which would be bad. Every member should read his gazette out of compliment to his part ownership therein, if for nothing else. If it contains official notices he ought to read them, and he should scan the list of applicants for membership, and be prepared to protest the admission of any candidate he considers objectionable.

A correspondent in the *Bicycling World* is disgusted at seeing the League expend its money "to bolster up athletic journals." If he were to look into the case fairly he might observe that the athletic journal in question is just now possibly bolstering up the League a trifle. It acts up

to all the requirements of its contract with the League in a fair and honest manner. Whenever we have exceeded our space allowed by the contract, it has made no charge for the excess; for the benefit of those who howl for "news" it, at its own expense, inserts Chris Wheeler's paragraphs in the gazette; and it confesses that the grinding of its own axe has thus far been attended with more loss than gain. Our friend might also find in the regular edition of the Amateur Athlete, or Cyclist and Athlete as it is to be called hereafter, a very ably conducted and readable cycling department, and in its other parts occasional useful hints on training, etc., as valuable to wheelmen as to others.

Another critic wants the League to publish its gazette itself on the ground of economy! At present the cost of publishing and mailing the gazette to 5,000 members averages less than \$150 monthly, or \$1,800 yearly. If the League conducted the whole business of issuing the gazette weekly, the annual expense for postage alone would be \$700 over and above the present total cost of publication. Probably this critic forgot to investigate the postal laws. Another wants the gazette monthly instead of weekly. A good idea if practicable, but would not official announcements in the riding season, possible decisions concerning the eligibility of racing men, appointments of officials to fill vacancies, etc., be often too long delayed to be of use unless they were inserted in outside publications, which would hardly be consistent with the dignity of an organization having a sheet of its own for this special purpose? Somebody else takes editor Aaron to task for careless proof reading. Fact is he has no more to do with the correcting of his proof than has the man in the moon. His office is in Philadelphia, and the publishers' in New York, and as he is obliged necessarily to hold his matter till the last possible moment, there is no time for transmission of proof. At present there is small reason to complain of bad typography at all, the gazette's former poor appearance in this respect having been largely

In one of the spasms or crises of its solicitude for the League's welfare to which that noble mind from which is evolved the Wheel is subject, we find it exceedingly depressed because the occupant of the gazette's editorial chair is not a practical wheelman. This is indeed rich. To my knowledge our editor owned, not long since, both bicycle and tricycle, and was capable of excellent work on either. For aught I know he owns them still, but supposing he has sold them, or may not have found time to ride of late, may he not still be considered a practical wheelman? This same intelligence finds the new racing rules to be worthless trash. Well, we had some right good races under them last fall, and the records stand. Yet another adviser wants the League notices distributed impartially to all the cycling publications, and the bother and expense of an official gazette done away with. Doubtless had he first gotten estimates from the different papers for, say, from twenty to forty inches of space in the weeklies (we now pay for forty-five inches) and proportionate accommodations in the monthlies. and compared the total with the present expense incurred, he wouldn't have ventured his sugges-

I have no personal interest whatever as to who edits and publishes the L. A. W. gazette, but consider it a necessary institution, and one that should be maintained. It is one thing which all

League members have in common, and an important link in the chain which binds the fraternity together. Without the weekly reminder many inactive members would be in danger of often forgetting that the League existed at all. It isn't a newspaper and isn't designed to be "interesting" any more than are certain necessary publications devoted entirely to stock quotations and fluctuations in finance. As it is now conducted it accomplishes its purpose admirably, and I wouldn't consider it necessary to point out some of the inconsistencies of those who find fault with it, did it not serve excellently to illustrate the "carping criticism" pure and simple which meets almost everything that is done in the administration of the League's affairs.

If this hypercritical spirit were not encouraged by prominent cycling papers it would work little harm. Just now it is the worst obstacle in the way of the League's progress. The rapid increase of cycling is surely what our editorial friends are striving for. If they aren't it is their funeral, so to speak. The union of all American wheelmen in the cause of the wheel would give the greatest possible stimulus to rapid advancement. Such an union the L. A. W. ought to become, and to this end our brethren of the press have it in their power to contribute far more than other wheelmen. By cordial support of whatever is commendable, and honest disapproval of unwise action with unprejudiced suggestions for improvement, they can work wonders. By devoting their columns to useless animadversion, and petulantly holding the League up to the ridicule of its own members out of revenge for not having been invested with the "organship" or other trivial reasons, they may destroy the confidence of the present membership, retard the much desired increase in numbers, and cripple things generally. At present there is a certain aspect to the attitude of certain members of the press towards the League which is almost as comical as it is deplorable. They are striving vigorously for the same ultimate results to which the League's work is pledged, and at the same time doing all in their power to ridicule and weaken it efforts.

"Strange all this difference should be,
'Twixt Tweedledum and Tweedledee."

н.

#### Among the Clubs.

THE INDIANAPOLIS BICYCLE CLUB has made arrangements for a trip to the World's Fair at New Orleans, over the Big 4 & Cincinnati Southern roads. A special baggage car will be provided for wheels. Will leave Indianapolis, Saturday, January 24, arriving at New Orleans, Monday morning. The party will leave there on the following Saturday. Those desiring to stay longer can do so, as tickets will be good for thirty days. The club extends an invitation to all wheelmen and their friends to join it. For further information address C. F. Smith, captain Indianapolis Bicycle Club.

THE GOLDEN CITY BICYCLE CLUB (professional), San Francisco, Cal., was organized Sunday evening, Nov. 30, 1884, with the following officers: Captain, Chas. A. Biederman; first lieutenant, Ed. S. Holland; bugler, secretary and treasurer, A. J. Luckhardt; president, Fred Backus. After the meeting the members were invited to partake of a banquet, which was tendered them by Mr. Luckhardt, the bugler of the club. After discussional control of the club. After discussional control of the club.

# ROYALMAIL

HOLDS THE

Two Fastest World's Records!

FASTEST MILE, by JOHN S. PRINCE, 2.39
Second FASTEST MILE, by R. JAMES, 2.39

Both Gained at Springfield in 1884.

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Has TWO as Fast Records to its Credit.

Also holds the FASTEST HUNDRED - MILE RECORD, by S. G. WHITTAKER, in 9 Hours.

#### Thus THE LEADING BICYCLE!

Though only introduced to America last season, when considering the comparatively few in use, the many racing records broken, the number of races won, and the rapidity with which it met with the popular favor of wheelmen from the very first importations to the States, its progress has been truly

#### REMARKABLE:

Although new to this country last year, the ROYAL MAIL has for years been a Leading Favorite in England, and its high quality and reputation are proved. We present a few opinions of English bicycling authorities:—

"Make a note of the superb workmanship. No glittering display about it."—Athlete, January 31, 1883.

"One of our largest and most progressive cycle establishments is the Royal Machine Manufacturing Co., Limited, who make the ROYAL MAIL bicycles and tricycles, which have a great name, not only in the Midlands but in all parts of the country and the colonies."—Ironnonger, March 24, 1883.

"This famous firm fairly eclipse themselves; the machines are beautifully made and finished at all points. The new racers are superb in every respect, being in our opinion one of the few really good light racers in the market. In tricycles certainly a very novel and good machine is their two-track front-steering double driver, which meets a long-felt want."—Bicycling News, February, 1883.

"The ROYAL MAIL Tricycle, No. 4, is a new introduction of very considerable merit. It will sell well this season."—
Cyclist, February 7, 1883.

"This new two-track ROYAL MAIL, No. 4, will without doubt be a favorite in the coming season. It is very light and decidedly neat."—Bazaar, February 2, 1883.

"The single and double drivers are high-class specimens of mechanical skill. The ROYAL MAIL Sociable is a double driver, a strong yet light machine. The style of enameling adopted by this firm is a specialty, giving the machine a charming appearance. Lightness of construction has been closely studied, without impairing the strength and rigidity of the machines."—Supplement Tricycling Journal, January 31, 1883.

"The ROYAL MAIL Racer Bicycle is constructed in the most elegant style. It is so well known that further confirmation on our part of its strength and durability is not required."
—Supplement Midtand Athletic Star, February 6, 1883.

"Examine as critically as one may, it is impossible to pick a hole in the workmanship or find a flaw in the material. The ROVAL MAIL bicycle is one of the soundest roadsters made, whilst on the path it has scored several grand successes. The tricycles are neat and serviceable looking machines, and the ROVAL MAIL Sociable is a splendid double driver, and looks as easy as a gig. The firm, we are glad to hear, are doing a very large and increasing trade in all classes of machines. They deserve their success."—Bicycling Times (Special Number), February 6, 1883.

#### ORIGINAL PERFECT SAFETY BICYCLE!

### THE KANGAROO,

Which Machine Mr. GEORGE SMITH rode

100 MILES On the Road, September 27, 1884, in the marvelous 7h. 11m. 10s.

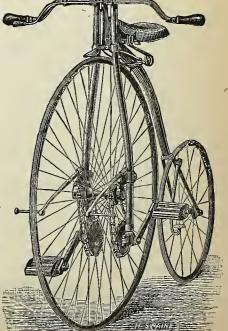
ALL PREVIOUS RECORDS for Every Kind of Machine WERE COMPLETELY ECLIPSED!

#### Thus the KANGAROO Leads in Speed!

THE KANGAROO is without a rival in Absolute Safety, which was, in fact, the sole aim in their invention, and is the desideratum of timid riders. To attain this, and an impossibility of "headers," which can be taken from small machines as well as large built in the ordinary way, the KANGAROO has its forks in rear of axle, the ONLY ONE so constructed, and also its seat farther back than any other, with pedals well under the rider. These two points constitute the safety, and not the mere size of wheel, and are all-important. It also has a 22-inch rear wheel, larger than any other, running easier; and a pair of comfortable Foot Rests for coasting. Commended by "The London Field." Send stamp for full description, or examine at our warerooms.

### WM. READ & SONS, 107 Washington Street, BOSTON,

AMERICAN AGENTS for ROYAL MAIL and KANGAROO



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An Agent in Every City and Town in the United States to Canvass for Subscribers to the

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### → VALUABLE \* PREMIUMS →

The Premiums named below will be given to any one sending us the required number of subscribers at 50 cents each for one year.

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VEST-POCKET PISTOL,	\$1.00	3
GEM PISTOL,	2.00	5
SINGLE-SHOT PISTOL,	2.50	6
WATERBURY WATCH,	3.50	12
8-Inch Barrel OLD MODEL RIFLE, PLATED REST,	10.00	25
10-Inch Barrel OLD MODEL RIFLE, PLATED REST,	11.00	30
10-Inch Barrel NEW MODEL BICYCLE RIFLE,	12.25	35
12-Inch Barrel NEW MODEL BICYCLE RIFLE,	13.25	40
15-Inch Barrel NEW MODEL BICYCLE RIFLE,	15.00	50
18-Inch Barrel NEW MODEL BICYCLE RIFLE,	16.50	60

The above Rifles are manufactured by J. STEVENS & CO., and for excellent workmanship and accuracy in shooting cannot be excelled.

#### → A \* BICYCLE \* FREE! ←

To the person sending us the largest list of subscribers (not less than 200 names) at 50 cents each, we will present free any standard finish Bicycle advertised in THE GAZETTE.

This Offer will close May 1, 1885.

To those who prefer, we will pay a Cash Commission. Terms made known upon application.

Any wheelman can readily secure one of the above Premiums. A few evenings will suffice to secure twenty-five or fifty subscribers. Nearly a whole Club have been secured in one evening.

We want, we must have, and we are going to get 20,000 wheelmen on our lists before next Spring. We ask your aid, and you shall be liberally paid.

ONLY 50 CENTS PER YEAR.

## THE SPRINGFIELD WHEELMEN'S GAZETTE, SPRINGFIELD, MASS., U. S. A.

ing the excellent viands, a beautiful, red silk flag, trimmed with gold fringe, with the club's monogram, was presented by Miss Gussie Luckhardt and others. The uniform consists of kuickerbockers, coat, vest and cap of brown beaver, brown silk stockings, and patent-leather, low-cut shoes. The club, which is the only professional bicycle club in the United States, is composed of the following gentlemen: C. A. Biederman, F. Backus, F. W. Gibson, E. S. Holland, A. J. Luckhardt, and G. W. Tubbs. I. S. Prince, R. Howell, and W. M. Woodside were elected honorary members.

THE KINGS COUNTY WHEELMEN, of Brooklyn, N. Y., will soon erect a building on Division avenue nearer the Bedford avenue fountain than their present quarters. The structure will be of brick, and two stories high. The ground floor will be taken up with a billiard parlor, wheel room, bath, lockers, etc., while upstairs the members will ride in a room 60x40. This room is eventually intended for a gymnasium. The new departure will cost in the neighborhood of \$10,000.

THE GERMANTOWN BICYCLE CLUB, of Philadelphia, boasts of a road rider who will have one of the best records in the State and country for 1884. It will tally over 3,000 miles. He has made the trip to New York several times, as well as tours all over the State.

THE BARTHOLOMEW COUNTY WHEELMEN, of Columbus, Ind., have begun already to make arrangements for a race meet, July 3 and 4, 1885. They have a fine track, and good working material in the club, and are determined to make it a grand

THE NEW ORLEANS BICYCLE CLUB used the first floor of the Exposition building for riding, containing over a million square feet of clear surface. This is the largest floor ever used by a bicycle club.

THE ORANGE (N. J.) WANDERERS have ten lady members, who ride regularly and take great interest in the wheel and wheel affairs.

THE COLORADO WHEEL CLUB, of Denver, gave a very satisfactory entertainment at the rink recently to 1,500 spectators.

THE LOUISVILLE WHEEL CLUB will give its first annual hop, Wednesday, January 14, 1885.

THE SALT LAKE CITY BICYCLE CLUB will give a grand exhibition and ball this month.

THE BLUE JAY BICYCLE CLUB (Santa Cruz, Cal.) has a membership of fifteen.

THE HUDSON COUNTY WHEELMEN'S exhibition was a grand success.

THE ROTA CLUB is a new wheeling organization in Toronto, Ont.

#### CLUB ELECTIONS.

ÆOLUS WHEELMEN (Worcester) .- President, F. W. Blacker; secretary and treasurer, Lincoln Holland; captain, E. F. Tolman; first lieutenant, W. W. Hobbs; second lieutenant, J. C. Spiers; buglers, G. H. Bocker, G. W. Peel; club committee, E. F. Bisco, H. P. Murray.

CHARLESTOWN (Mass.) BICYCLE CLUB.—President, F. S. Nelson; secretary and treasurer, M. K. Kendall; captain, J. W. Vivian; first lieutenant, J. A. Corey; second lieutenant, Charles Gill; bugler, F. Arthur Lane; executive committee, F. S. Nelson, M. K. Kendall, J. W. Vivian, A. R. Smith, and J. Webber.

CHEMEKETA BICVCLE CLUB (Salem, Or.)-President, W. W. Martin; secretary and treasurer, and, after giving them scant time to blow, we push having opened a commodious skating rink.

George Herren; captain, H. L. Hatch; lieutenant, Charles M. Cox.

JUNIOR WHEELMEN (Baltimore).—President, J. C. Guggenheimer; secretary and treasurer, C. B. Hight; captain, C. P. Brigham; lieutenant, L. W. Stork; bugler, J. Hanway.

OREGON WHEEL CLUB (Portland, Or.)-President, H. W. Nickerson; secretary and treasurer, Dr. C. C. Newcastle; captain, F. T. Merrill; subcaptain, E. J. Partridge; bugler, C. W. Scott.

ROCKLAND COUNTY WHEELMEN (Nyack, N. Y.)-Captain, Bayard Hawthorn; secretary and treasurer, William Gray, Jr.

ST. LOUIS STAR BICYCLE CLUB.-President, Newton Crane; vice-president, Edward Sells; secretary and treasurer, Elliott B. Page; captain, Hal W. Greenwood; lieutenant, H. E. Belcour; bugler, Charles Stanbrook.

WATERBURY (Ct.) BICYCLE CLUB.-President, J. H. Hurlburt; secretary and treasurer, Nelson C. Oviatt; captain, F. M. Upsen; first lieutenant, C. E. Turner.

#### THE FACILE CLUB'S OUTING.

RANDOM RAMBLES A-WHEEL.

While forming the line and sizing up, as it were, for the start, on the afternoon of Thanksgiving day, some one mentioned "the Orange (N. J.) Wanderers," when the club infant's inquisitiveness got the best of him and he "wondered if they were all Orangemen, and what their club colors were, and did they have any 'Rye-out' there?" but his intended funny remarks were suddenly cut short by the cap'n's signal to mount, and we were away countryward, where brown and dun colors prevail since the frost came, and the first touches of winter are so manifest on every side. It seemed quite like a farewell visit to old friends, as familiar objects of summer time runs came into view, for there was in the air and dull gray clouds strong hints of the snow that is so sure to come, and that goes so far towards making a cycler's winter of discontent.

Little of the year's foliage remains, excepting that of the evergreens, which seem trying to deck the hills in colors appropriate to the holiday season. The few farmers' teams we meet or overtake, are hauling belated apples to the cider mills, four of which we passed during the run, and at one of them the funny man was moved to say that he "in early life used to look upon the bright cider mills, and things, but since joining the league of Benedicts, and wheelmen, all is changed-er-for the better!'

Over Hubbard's and Palmer's hills we went, and coasted a very steep and crooked one leading to the Dumpling pond, and Steep Hollow region; up the rock strewn hill road past the ruins of the old Sackett house, a relic of Revolutionary days, whose great stone chimneys and fire-places yet stand as rude mementos of the past. They are on a hill overlooking the winding Mianus river, on its way to Long Island Sound, a mile or two away. What changes the face of nature has undergone here since the Indian hunters camped at the foot of the hill along the river bank, or captured game among these hills! What depths of snow have whitened this scene in the hundred and more winters gone, and what wild flowers have grown uncultivated and unnoticed when each returning

Here our reverie ends as the stragglers come up,

the pedals on again to Mianus, one of those ripened-in other words, gone to sced-places, noted for their piles of ashes, old tin cans, rickety barrels and boxes, that litter the streets, and, as you might know, dogs unnumbered. Ditto can be said of Bayport, a little further on, but here we have pretty glimpses of the Sound and shipping, and far Long Island, across twelve miles of sparkling bluc-green water. Our wheels are about here so frequently that they have ceased to attract wender of the open-mouthed sort, as they did a year ago, and we hope that the people in general will soon come to think more of the use of bicycles for business purposes, and not look upon them as for racing, or pleasure only, as many do. Need we so much as intimate that our run was a pleasant one, passing at an easy pace and with frequent stops through such a variety of picturesque scenery?

STAMSON.

#### Rews Rotes.

"My wheel for a ride."

Oregon has fifty riders.

Chicago is to have a cycle paper.

The latest safety wheel is the Club.

The bicycle will now go into winter quarters.

Bermuda tourists leave New York, January 22.

Cycling has been introduced at St. John's, N. F.

The Maryland Club kept open house on Christmas day.

England has 150 manufactories of bicycles and tricycles.

The wheel comes to a standstill when the pool balls are rolling.

Jack Keen is trying to get up a sensation on his new water bicycle.

It is a cold month that don't give birth to a new cycling publication.

It is but a step from the sublime (saddle) to the ridiculous (road bed).

An agency for the American Star is being negotiated in England.

We may expect some new wrinkles in saddles on next year's Columbias.

Wheeling is giving weekly a lithograph of prominent racing men in England.

Oregon wheelmen say their roads compare favorably with those of California.

Wheeling speaks of H. D. Corey as a "hill reducer" to a science of America.

The Canadian Wheelman starts off promisingly, giving credit where credit is due.

Topeka, Kansas, has organized a bicycle club with Charles Frampton as captain.

How is it that all of the professional races are always styled championship races?

A prominent cyclist is suffering from a severe case of tumor. It is two more-twins.

It is a wise child who knows his father-will buy him a bicycle,—and a wiser father.

We missed the ball of the Portland Wheel Club, December 18, much to our regret.

The cyclist most eager to break the road record is often the first to fracture his "wheel."

The Kansas City Club grounds are to have a track built for the benefit of local riders.

Zacharias & Smith keep the wheels a-moving,

William Maltby, of Shelton, Ct., claims the fancy bicycling championship of the State.

J. S. Dean, editor of the *Bicycling World*, has just been examined for admission to the bar.

"The Knights of the Wheel" is the latest phrase applied to wheelmen by the daily press.

Woodside's records are in doubt, owing to the fact of the track not having a solid curb or pole.

Louise Armaindo is the happy possessor of a 22-pound Royal Mail, full nickeled, racing wheel.

Cyclists visiting the New Orleans Exhibition will find the "Columbias" in Connecticut's exhibit.

Now it is the Philadelphia cyclers that are accused of taking no interest whatever in cycling.

Oregon wheelmen propose to send a Western flier to compete in the Eastern tournaments next year.

The Louisville Bicycle Club is trying to arrange a team race, 50 miles, with the Chicago Bicycle Club.

The chief engineer of the Bristol, Eng., fire brigade rides a tricycle, and is usually first on the spot.

One swallow never made a summer, but one swallow—too many—may make a wheelman "fall"

Mr. Frank E. Drullard, one of Buffalo's most prominent wheelmen, has removed to Glendive, Montana.

A woman whose husband owns a bicycle is happy because she knows he can't take any one else to ride.

The Big Three: New Haven, Hartford, Springfield. The Three Midgets: Boston, New York, Philadelphia.

Chris Wheeler calls the Wheel's attention to the fact that people who live in glass houses should not throw stones.

The *Velociman* is a new monthly journal devoted to cycling in France. Mr. H. O. Duncan will be the editor-in-chief.

The latest novelty of the variety stage is an elephant that rides a tricycle. He is now doing the act in Boston.

Owing to the unceasing efforts of B. B. Ayers, the Erie Railroad Company has consented to carry bicycles free.

Some of the Coventry districts in England are agitating a law prohibiting riding bicycles faster than six miles an hour.

The Bicycling World says: "When you go to Springfield, don't bet." We will venture to say that the editor did not.

The Pope Manufacturing Company are working on a new model of Light Roadster, which will appear early in the spring.

A. G. Spaulding & Bro. will next season introduce two new wheels to the American public in addition to the Kangaroo.

Moses Gunn, one of Chicago's greatest surgeons, uses the bicycle as a means of conveyance to and from the medical college.

Our English cousins, please take notice that on December 2, Springfield voted for license. No more prescriptions needed.

The L. A. W. and THE SPRINGFIELD WHEEL-MEN'S GAZETTE seem to be fruitful topics during the present winter months.

It is expected that the season of 1885 will wit-

ness more record breaking on the road and path than any one that preceded it.

The wheel teaches a man to love the country. If you hanker for the streets of the city, buy a wheel and you will soon be cured.

The Pressey and Lester Star combination has been organized for exhibition purposes with these well known fancy riders at its head.

"The apathy of Boston wheelmen on the track and road is greatly to be deplored." So says the Boston *Globe*, and why is this thus?

The Pope Manufacturing Company have presented the Buffalo gentlemen with \$100, to be used in entertaining the League on May 30.

Remember the wheel is always in motion, and the spoke which is uppermost will soon be under; therefore mix trembling with all your joy.

It is a fact pretty generally known, that Zacharias & Smith, Newark, N. J., have one of the most complete bicycle repair shops in the country.

Eliot Norton and Frank L Dean will be Harvard's representatives in the bicycle races at the New York intercollegiate games next spring.

The Columbia tricycle for '85 promises to meet the call for a high grade, speedy three-wheeler, light but stiff, and many new points will be brought out on it.

Kansas City wheelmen are blessed with a 55-mile stretch of road without a grade. Here is the place above all others for an attempt to defeat the road record.

Previous to sailing for Boston, Howell and Corey rode from Warwick to Stratford-on-Avon, a distance of eight miles, under 27m., both riding Rudge racers.

The Canadian Wheelman says: "If the L. A. W. meet for '85 is held in Buffalo, there is no doubt but that a large number of Canadians would be in attendance."

The pleasures of wheeling are greatly enhanced by having a reliable cyclometer, such as the Butcher. Read what they have to say in our advertising columns.

Bicycle riders delight in enjoying themselves on wheels of some kind. If the weather doesn't permit them to ride on their bicycles, they enjoy themselves on roller skates.

A smart policeman on being asked why he had prevented a young man on a bicycle from entering a public park, pointed to the sign, "No Peddlers Allowed in This Park."

At one time the importation of Harrington cradle springs by our leading cycle house was very large; now these have been almost wholly superseded by the popular Columbia swing spring.

R. H. Lea, of Coventry, Eng., who has been making the tour of the world in wheeling interests, reports bicycling matters booming in Australia, India, New Zealand, and Tasmania.

The Pope Manufacturing Company have received a large assortment of the Brooks lever tension saddles, so well known in England, and will put them upon the market next season.

The amount of experimenting and testing that is going on at the Weed Company's works in Hartford, should satisfy our wheelmen that all Columbias for '85 will be stanch in every point.

The Overman Wheel Company will send thirty tricycles to the New Orleans exhibition. Three of them will be for the prize awards and the balance will be leased for use about the exhibition grounds.

The Connecticut bicyclist, when he rides abroad on the first day of the week, is said to feel the spirit of the "blue laws" so plainly in the atmosphere, that he quiets his bell; neither does he toot his whistle.

The Louisville Skating Rink Company will offer a handsome gold medal for the best fancy and trick bicycle rider of the South. The medal will be for the championship, the contest to take place this month.

A cyclist tried to open his front door with his spoke wrench on arriving home in the wee, small hours, the other morning. When his wife opened the door she "spoke" and he got "wrenched" with a vengeance.

Our Ohio correspondent has been shown an elegantly carved black walnut cabinet, which is to be presented to the Kenton Wheel Club, of Covington, Ky., by Mr. Thomas Willison, an earnest supporter of cycling.

For enjoyable riding at this season of the year cyclists are recommended to visit Tucson, Arizona. The roads are superb, weather delightful, neither too warm nor too cool, but just right for the pleasures of cycling.

"Will you have salt on your eggs?" asked the hotel-waiter of the guest, a cycler. "Oh, no, thanks; they are not at all fresh." Then the waiter went out to consult the landlord to see if the hotel had been insulted.

Springfield talks of a club house. Springfield is noted for her bests on record. Will she maintain her reputation?—*Bicycling World*. Well! that is our intention; at our next meet you will be able to judge for yourself.

Turf, Field, and Farm says: "Athletes, professional trainers, hunters, mountaineers, all physically strong and perfect men, habitually breathe through the nostrils. This is claimed to be the reason for their freedom from colds."

H. D. Corey, of Boston, who has recently visited the chief racing tracks in England, considers the one-third mile course at the Crystal Palace the best, but says he is satisfied that it is not as fast "as our Springfield and Hartford tracks."

The Sporting and Theatrical Journal recommends that "the very first thing the L. A. W. should do, is to reconstruct their racing rules. They cannot afford to ignore the just criticism of the leading papers of the country regarding this matter."

A five-mile race at the Denver, Col., rink, between Mr. H. G. Kennedy, Colorado's champion bicyclist, and Mr. J. W. Phillips, champion fast skater, was won by Mr. Kennedy, having made his five miles in 18.50. Mr. Phillips's time was 19.53.

Turf, Field, and Farm finds fault with one of our contemporaries copying our record table (giving us due credit), and then turns around and copies our table of the time taken to cover a mile in various ways, but forgets to mention the GAZETTE

New Orleans is spoken of for the next L. A. W. meet. But for the great distance this might be a wise selection, as it would enable wheelmen to see the great World's Fair. The only question is, whether enough cyclers could be drawn there to insure success.

A prominent maker of saddles received the following testimonial: "I rode one of your saddles the other day, and have never ridden anything since." They printed and distributed the testimonial broadcast, and wonder why they don't receive more orders.

The Wheel says that THE SPRINGFIELD WHEEL-MEN'S GAZETTE is conducted by an "inexperienced editor." Even so, brother, but we have a faint idea that the editor of the Wheel can learn a few points in journalism from the GAZETTE, both in editorial work and business tact.

The abuses of betting are attracting the attention of the French authorities. The minister of agriculture has recently appointed a commission to study the abuses of betting and horse-racing. Betting must be stopped or we shall soon see our noble sport go into decline.

If it were practical we would cancel every club subscription.—*IVheel*. So say we all of us.—*Amateur Athlete*. Please don't count us. The more the merrier. Print a paper, brothers, so valuable that every member of the club will be obliged to subscribe. That is the way we do it.

The breech-loading lantern that attracted such favorable comment at our last meet will be in the future controlled by the Pope Manufacturing Company. By the breech-loading arrangement the cyclist can, by a turn of the wrist, light and extinguish his lamp eleven times without opening it.

Some idea of the amount of bicycling expected to be done in the year may be judged from the following: The three largest dealers in the United States will put on the market, next year, over 4,000 wheels, representing an outlay on the part of the purchasing public of upwards of half a million dollars.

What handier thing in the cycling trade will one find than the list of parts issued by the Columbia people? There you can find the photograph of each part of the machines with a number appended, and from it you can at once recognize and order anything you please, knowing it will fit on arrival.

The Amateur Athlete, of December 25, contains a very able retrospect of our racing rules, with some able and sensible suggestions to the racing board. Having had a little to do with racing ourselves, we fully agree with the Athlete, that "our racing rules need a thorough revision," and the sooner done the better.

The New York Clipper falls into line (and error) with the sporting press in announcing that the medal Doodle Robinson has is the property of the Springfield Club. The club has no claim whatever on the medal. It is the property of the L. A. W., and was presented to that body by the Springfield Club.

The phenomenal success of *Wheeling*, the English cycling paper, whose advertisement appears in our advertising columns, has led the GAZETTE to offer the paper at publishers' rates, with the GAZETTE thrown in. Send for a sample copy, costing you nothing. Address Harry Etherington, 152 Fleet street, London, E. C.

Messrs. Stoddard, Lovering & Co., finding their present location insufficient for their rapidly increasing bicycle business, have moved from 10 Milk street, to more commodious quarters at Nos. 152, 154, 156, and 158 Congress street, Boston, Mass., where they will be pleased to see their numerous customers and friends.

Those who think bicycling fatiguing must have the illusion dispelled when told that one bottle of

ginger ale furnished to W. M. Woodside, the bicyclist, was all the nourishment and stimulant required by him throughout his fifty-mile journey, in which he administered a Waterloo to all American records from eleven up to fifty.

The Pittsburgh Sportsman rises to remark, "Athletics are coming up in America. Reports from almost every city are convincing on this point. How many years, we wonder, will elapse ere we shall be on a par with England in the truly great respect of outdoor sports?" None on bicycling, for we have already passed our cousins for short distances.

The Canadian Sportsman thinks that horsemen have got left, but will in the dim future catch up. It says: "Twelve good men and true in England have decided that a bicycle is a necessity. We shall next be told that a man cannot exist without a fast horse." We think not. The bicycle is the coming mode of travel. The horse will do as a beast of burden.

"Dear me," said Mrs. Partington, "Jake tells me that a friend of his has been hurt by a sickle. I wonder if he cut himself bad? Jake says he fell off it—don't understand that. Jake once fell on a sickle, chasin' a cat, and the doctor said he nearly cut his 'humorous' in two; must have grown together again, for Jake plays all kinds o' jokes on me; but his friend—how could he fall off a sickle?"

The English Virginia creeper beats the American cucumber for growth if the following, taken from the *Cycling Times*, can be relied on: "A Newmarket jockey rode over to Cambridge on a bicycle and called in to see a lady. As he was about to remount his bicycle he was astonished to find that a Virginia creeper had climbed all over the spokes, and had used the wheels as a regular trellis."

Arthur Gilman, in *Outing* for January: "For many years it has been my pleasure to practice horseback riding as much as possible, and I have traveled several hundred miles at a time in that agreeable manner, so that the exercise is probably as little to me as to any one; yet it is my conviction that one gets over the ground on a tricycle with rather less expenditure of strength than on a horse."

The Boston *Herald* says: "Springfield can with right claim to be the cycling center of the country. It gives the finest tournaments, has the fastest wheelmen, a fancy rider with no equal at his age, and scarcely a superior in the country, the finest cycling paper, and the most enthusiastic wheelmen." That settles it. The *Herald* being a Boston paper of undoubted integrity, the fact cannot be disputed.

The latest novelty for clipping any amount of good material from your neighbors without giving them any credit, is the Wheel's plan of massing them under the very comprehensive title, "Borrowed From Our Neighbors." This, however, is very unsatisfactory to "Your Neighbors."—Amateur Athlete. It is only inexperienced editors, like those of our great leading dailies, who edit the Tribune, Times, etc., that give credit.

T. S. Ormiston, a member of the C. T. C., living in New York, has been refused the privileges of Central Park. The park commissioners held that the Cyclists' Touring Club was a foreign organization, having no elective or responsible officer in this country, and also that it was not a regularly organized and uniformed club. Ormis-

ton takes exception to this ruling, and is making a vigorous fight in the interests of the C. T. C.

H. W. Gaskell has won prizes valued at \$4,500. His eighteen American prizes aggregated \$1,500. Speaking of this gentleman, calls to mind a very sad occurrence. He was entered in a race at Leeds, and Mr. Gaskell, Sr., decided, unknown to his son, to see the sport. The poor old gentleman was troubled with heart disease, and during the race became so excited that he dropped dead at the moment his son rushed first past the post.

There seems to be a lack of interest or enthusiasm on the part of Boston wheelmen as regards race meetings, but when a club house is wanted Boston steps to the front with \$30,000 to build one. The base ball enthusiasts can lay a ball ground at an expenditure of upwards of \$100,000, when the wheelmen cannot enjoy the luxury of a \$3,000 race track for their favorite pastime. Truly Boston has lost its prestige as a cycling center.

On the other side of the herring pond they are waking up to the fact that others beside the racing men contribute to the success of a club. Wheeling says when a man goes in for racing he gets prizes, etc., unlimited, but one who works hard for his club too often gets a mere perfunctory vote of thanks at the close of the season; fortunately it is becoming fashionable to accompany these votes with something a little more tangible.

Thus the London Cyclist on Hendee: The Bicycling World states that Hendee was to have attempted beating the one-mile record on Thursday and the five-mile record on Friday of last week. We hope he may succeed, but if he does he will prove himself a better man than we take him to be, for, although undoubtedly one of the finest riders in the world, we do not think he is equal to beating 2m. 39s. for the mile, whatever he may do with the five-mile time.

A correspondent in the Bicycling World has this bit of news of interest to Springfielders. In speaking of our track, he says: "The editor of the Boston Herald seems to think that the Springfield Bicycle Club built a track, whereas it only fixed the surface of a track already in existence." As this is news to the Springfield Club, we would like to ask the correspondent the following conundrum: If the resurfacing of a half-mile track cost \$2,850, what would it cost to build a new one?

A tribute to the memory of the late James Starley, called the father of the cycle industry, was unveiled at Coventry, Eng., November 8. The memorial stands twenty feet in height. On the front of the pedestal is a medallion portrait of the great manufacturer; on the sides are illustrations of the inventions which he introduced, the whole being surmounted by a figure of "Fame" executed in marble. The mayor of Coventry removed the covering of the memorial in the presence of 8,000 spectators.

After much controversy, which, luckily for all interested, did not run through the bicycling press, the "Willard Hotel Cup," placed, through the Washington Cycle Club, as an independent prize on the three-mile event, L. A. W. races, May 20, 1884, has at last been presented to its rightful owner, Mr. B. W. Hanna, the winner of that race. Last Wednesday, December 3, a select party of friends met at Mr. Hanna's residence for that purpose, Mr. Pelouse (President W. C. C., during Lcague meet,) making the presentation speech, which was happily responded to by Mr. Hanna.

Later on a very bountiful collation was the order of the hour to which all seemed to do justice.

As John Kauffman, a farmer living near Louisville, Ky., was driving home one afternoon reeently, his horse became frightened at two bicyclists, and ran away, throwing Mr. Kauffman out and breaking the vehicle badly. His son, who occupied the buggy with him, shared his father's fall, but was comparatively uninjured, while the former was knocked senseless. He was removed to his home, when it was discovered that, in addition to severe cuts about the head, he had suffered serious internal injuries.

Belva Lockwood called upon the president rceently, leaving her faithful tricycle standing in the drive-way in front of the White House. A coupé suddenly turned the eorner, and before the horse could be checked, the wheels of the carriage became badly tangled in the tricycle. Fortunately the horse was easy to manage, and the tricycle was rescued with but little damage. It was a narrow escape for the wheel, and hereafter the women's candidate will leave her machine around the corner when she visits the Executive Mansion.

At Washington the Western Union Telegraph office is utilizing the bicycle in the delivery of messages very successfully. It has four bicycles, which the messenger boys keep in motion all day and night. You never see more than two in the office at one time. The managers are delighted with them. They save boys, time, and money. The Springfield office has used the bicycle for delivering messages at a distance. The Springfield Union also used them during important local events for the rapid delivery of messages with good success.

Why not?-Our Springfield contemporary remarks: "There is no reason in the world why American mechanics cannot make as good bicycles as the English, and they will beat them only give them time enough. Rome wasn't built in a day." The fact remains, however, they don't as yet, and as far as we can judge, it will be a long time ere they approach us in cycle making, either for value or finish.-Cycling Times. Well, after we have been making wheels ten years, we will so far surpass you that your present wheels will be compared with the old time bone shakers.

The Boston Herald is trying to induce the sleepy Boston wheelmen to wake up and let the world know that they are not all dead. It gives them a little plain truth or frozen facts as follows: "If Springfield, with one club and its 35,000 inhabitants, can arrange the grandest bicycle track in the world and the best races, should not a Boston wheelman, and a club member at that, be ashamed to inquire where Boston can find a track suitable for a tournament which can compete with those of other cities? The fact is, that there is not the requisite push and go-ahead spirit in the Hub."

The Hermes Bicycle Club gave a series of amateur races in the Exposition building at Chicago, Christmas afternoon. The track was seven laps to the mile, and the racing was the best yet seen there. The principal feature of the day's sport was the race for the professional ehampionship of the United States, fifteen miles, \$100 a side, between J. S. Prinee, champion of America, and W. M. Woodside, champion of Ireland. The race was elosely contested, but on the last lap Prince took the lead, and won by six feet; time, 53m. 9 1-2s. Woodside's time was a quarter of a second slower.

John S. Prince, champion bicyclist, served his apprenticeship to a brass founder in England, and afterward became a professional bowler for a cricket club. He began bicycling seven years ago. At first he was an amateur and only became a professional shortly before coming to this country five years ago. He says he was a fourth-class man at home and owes his improvement to the climate. His height is 5 feet 9 1-2 inches, his weight 168 pounds. His calf measures 15 inches, his thigh 23 1-2, and his chest 35, expanding to 43. He says that he is ready to meet Howell early next spring on either side of the water for any amount.

The Spirit of the Times' Christmas issue is a daisy, and without a doubt the finest sporting paper ever published. The Spirit is after the skating records, and offers numerous prizes, one of which is the following: "There is also some difference of opinion as to the comparative speed of skaters and bicyclists, and, to test this matter, The Spirit will give a prize of \$250 to any skater who will beat the bicycle record for any distance from I to 1,000 miles. Any one who wishes to try this can obtain the bicycle records by application at our office. The same rules and privileges will be in force in these as in the skating races announced."

Dr. Fanny F. Miller, an English lady physician, says in Belgravia: "There is no reason to believe that tricycling is in any way injurious to even delicate persons. Middle-aged men, with that tendency to degeneration of the muscles into fat, which is one of the dangers of their period of life, will find tricycling to assist the heart's action rather than strain its powers. Nearly all chronic complaints will be benefited by this form of exercise. For ladies I believe it to be especially suitable." Further it is added: "Several lady members of the royal family ride the tricycle, and many hundreds of others outside of the palace have followed their example."

On Wednesday, December 10, 1884, at Manchester, N. H., Mr. Charles A. Hazlett was united in marriage with Miss Josie H. Richardson, daughter of Edwin P. Richardson, Esq., of that city. Mr. Hazlett is cashier of the First National bank of Portsmouth, N. H., and is well known in bicycle circles, he having contributed several articles to Outing and the Wheelman, and to other bicycling publications. Mr. Hazlett is the pioneer wheelman of N. H., has been chief consul of the State, and is now president of the Rockingham Bicycle Club, of Portsmouth, which elub he organized. His many friends wish him and his chosen companion for life many years of happiness.

Correspondents in writing yarns to the cycling press sometimes find it necessary to have unheard of things handy in order to complete the story. The following, from the Cycling Times, would have the semblance of truth were it not for the fact of the wheelman finding the poker red hot upon his arrival home. "A correspondent writes that a few weeks since a bicyclist was riding from Thorpe to Kingston, when nearing Walton he was suddenly attacked by a mad dog and thrown from his machine; when on the ground the dog flew at him and bit him in the leg. Without the slightest hesitation he threw the dog from him, and remounting his machine, which was fortunately not much the worse for the spill, he rode back as fast as he could to Thorpe, and rushing into the kitchen, he seized the poker, which was nearly courage burned the skin and bite, suffering excruciating pain, but never flinching. The doctor after seeing him, told him that his presence of mind had undoubtedly saved his life."

Who is the professional champion? American papers persist in dubbing Howell the English champion. This must certainly be very galling to Fred Wood, who has beaten Howell times out of number at every distance; and it is, we think, high time that the claim to the title should be definitely settled, more especially as the Americans boast that their Anglo-American rider, Prince, has beaten our champion. If. as is stated, Prince pays this country a visit next season, we are confident he will discover very soon that he has yet a very much harder nut to crack in the form of the Leicester flier .- Cycling Times. We give it up. We notice the above question is being constantly asked by the English press since Prince's victory, while one and all gave Howell the title of the champion previous to his defeat. How is it?

We regretfully announce that the Cineinnati Bicycle Club resolved to abandon its former plan of leasing that part of Music Hall, which for the past three or four winters has served the double purpose of a fair practice track, and for occasional entertainments, besides allowing the opportunity for a slight reimbursement which the renting of hired wheels to would-be riders offered. We fear, however, that the scheme was not a success financially, which is the more to be regretted when the increased interest in cycling matters occasioned thereby is taken into consideration. The smooth turnpikes and beautiful suburbs of Cincinnati present to wheelmen as fine road riding as may be found in the whole west, excepting, probably, Chicago. The numerous bicycle organizations in and about Cincinnati establish this beyoud a doubt. Measures should be brought about whereby a consolidation of the various clubs would be secured, then, by a proper course of management, such an organization could be placed on a basis rendering the erection of a permanent building in a suitable locality a possibility, and the combined influence of its many members would secure for the one club, the patronage and support of a necessarily broader acquaintanceship.

A correspondent of the Mirror of American Sports, in speaking of the Kansas City tournament, gives the following jokes on two of the racing men: "Mr. Shaw, who came a week in advance of the races to train and fix up generally, thinking he would benefit himself by availing himself of the professional knowledge in training, he sought and found Eck, Morgan, and Armaindo, and, on pitching his tent in Morgan and Eck's rooms, he received the necessary useful tips on training. One evening, after being out practicing, Shaw went up to their rooms, and having no matches to illuminate, he proceeded to rub himself down after the exercise. Morgan had a bottle of blue dye in the room which had been used in renovating the latter's tights, Shaw having a similar bottle on the same bureau, the contents being alcohol, and in the dark, without referring to his nasal detective, he hastily collared the wrong bottle, and when Morgan later on reached the scene and lit the gas, he beheld-well, let me see: the upper part was white, but the lower decidedly blue! He had painted his extremities a beautiful blue." In speaking of the renowned Eck he says: "While red hot between the bars, and with consummate in St. Joc recently, the great and only T. W.

### THE & IDEAL & BICYCLE &

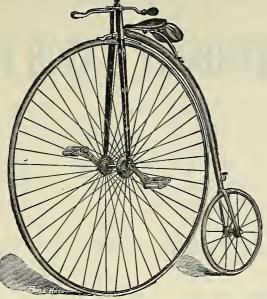
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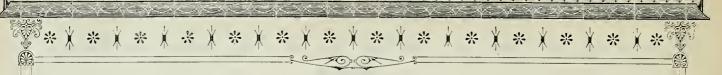
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To any one that is thinking of buying a second-hand Bicycle, we will suggest that you can save from 10 to 20 per cent. by purchasing now. If yon will write, stating what size you require and about what you want to pay, we will give you full information and a price that certainly should be an inducement for you to buy. We have some fifty second-hand Machines, many of which are comparatively as good as new; and to reduce the stock to make room for our next season's supply is what we propose to do.

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### → WATERBURY WATCH FREE!

The Springfield Wheelmen's Gazette has made arrangements with the Waterbury Watch Co. by which we are enabled to offer the Waterbury Watch (which every wheelman needs,) as an inducement to canvassers to solicit subscribers for the Gazette. We will send to any wheelman, post-paid, the Gazette for one year and the Waterbury Watch upon receipt of the retail price of the watch, \$3.50, or to any person sending us 12 subscribers, at 50 cents each, we will send a watch free.

Remember the Waterbury Watch Co. has the most complete factory in the country, fully equipped with the best automatic machinery that can be procured, and is at present manufacturing one thousand watches every working day.

# STEVENS → BICYCLE RIFLE FREE! → >→

The justly celebrated rifles manufactured by J. Stevens & Co., and offered as prizes at a number of the tournaments this fall, having won a host of admirers in the cycling fraternity, has induced the Gazette to offer these rifles as a premium, as follows:—for 30 subscribers, at 50 cents each, we will send to the person getting up the club one 10 in. barrel, (retail price, \$12.25,) free; for a club of 40 subscribers, at 50 cts. each, a 12 in. barrel, (price \$13.25,) free; for a club of 50 subscribers, at 50 cts. each, a 15 in. barrel, (price \$15.00,) free; for a club of 60 subscribers, at 50 cts. each, an 18 in. barrel, (price \$16.50,) free.

# PRIZES → IN MID-WINTER! →

To the successful person sending us the largest list of subscribers, not less than 200 names, at 50 cents each, we will present any standard finish

#### **ℬBICYCLE**\*FREE

advertised in the Gazette.

Remember that this is a bona fide offer, a chance to get a first-class wheel free. The Gazette goes like hot cakes, and it is no trouble to get subscribers.

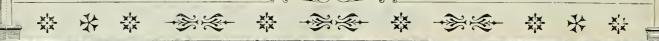
This offer will close March 1, 1885.

WE WANT, we must have, and we are going to get 20,000 wheelmen on our lists before next Spring. We ask your aid, and you shall be liberally paid.

ONLY 50 CENTS PER YEAR.

### The Springfield Wheelmen's Gazette,

SPRINGFIELD, MASS., U. S. A.



Eck arrived at a conclusion that he wanted a bath, so I volunteered to assist him. After going through various stages of the bath, Tom said, "Now, all great athletes have a cold shower to wind up with." So he proceeded to arrange a hand shower rubber arrangement, and handing it to me, he said, "Now, you shower me over when I turn the cold on." "All right," says I, and suiting the word to the action, held it over the "only's" back. "Are you ready?" he asked. "All right," says I; and with a yell that would have done justice to a Comanche chief, he leaped into the air, knocked me and two chairs over, and commenced to dance the Highland fling in the most approved and latest style. The reason, you ask? Well, he had turned on the hot water instead of the cold. Eck's back is now a rosy red.

#### SAN FRANCISCO NOTES.

Oregon has about fifty riders; very good for the "Web-foot State."

The Bay City Wheelmen have secured the Mechanics' Pavilion to practice in.

The grasshopper race to take place at the Bay City Wheelmen's meet is the first of its kind on the coast.

Cook now holds both the mile and half-mile records of the Pacific coast, at 3.04\frac{3}{4} and 1.29\frac{1}{4}, respectively.

San Jose seems to have a lot of long-legged riders; ten 58-inch Expert Columbias have been shipped there.

California can boast of three hundred and fifty to four hundred bicyclers, and more are joining the ranks all the time.

Osborn and Alexander, bicycle dealers, will give as prizes to the winners of the five and tenmile races, a \$25 and a \$50 medal, respectively.

The wheelmen are soon to have a half or quarter mile track in Golden Gate Park, on which they hope to make records that will compare favorably with those made on eastern tracks.

At the annual election of the Oregon Bicycle Club, of Portland, on Friday evening, November 21, the following officers were elected for the ensuing year: H. W. Nickerson, president; Dr. C. C. Newcastle, secretary and treasurer; F. T. Merrill, captain; E. J. Partridge, sub-captain; C. W. Scott, bugler.

Seven of the Santa Cruz riders took a trip to Watsonville, a distance of twenty miles. The only disagreeable part of the journey was a two mile stretch of sand, over which they had to tramp, and the teams bantered them for a race. But they had their revenge when they reached hard ground by leaving the teams far in the rear.

At the Olympic Club's meeting, November 27, there were three entries in the mile scratch: F. R. Cook, E. Mohrig and H. Tenney. Cook won easily in 3.04\frac{3}{4}, Mohrig second. In the five-mile handicap, the starters were S. F. Booth and H. Tenney, scratch, with E. Slack and F. E. Johnson at the 150 yard mark. Johnson won in 17.22\frac{2}{5}, Booth second. Tenney left the track soon after the third mile.

The Bay City Wheelmen's meeting takes place Saturday night, January 10, 1885. It will be the first of its kind ever given here. The events are to be as follows: I-mile maiden; I-mile time race (the time to be announced a few minutes before starting); 5-mile scratch; 10-mile handicap;

75-yards slow-race; I-mile roller skating race; I-mile handicap, for boys under sixteen years of age; 2-mile grasshopper race; 2-mile scratch; ½-mile scratch, to be run in single heats, and time to count; drill by the drill corps; and fancy, trick, and burlesque riding. The events are open to all amateur bicyclers. A full brass band will be in attendance, and a good time for all is expected. It will take place in the Mechanics' Pavilion.

#### MEMPHIS (TENN.) NOTES.

A six-days professional bicycle contest will commence in the Exposition building here, at 2 P. M., January 5. The contest will be a forty-eight hour one-eight hours per day for six days. The race is under the auspices and management of the Memphis Bicycle Club, which will appoint scorers, judges, referees, etc. The winner will receive forty per cent. of net receipts; the second man, thirty per cent.; the third man, twenty; and the fourth, ten. If there be no fourth competitor, the ten per cent. will revert to the first man in the race. The citizens of Memphis are already excited over the coming event. The papers are doing all in their power to make the race a memorable one. The entries, up to date, as positive starters, include the champion Prince, who is already on his way here; W. M. Woodside, the Irish champion; Mlle. Armaindo, the champion lady racer of the world, whose racing wheel-22 pounds-is already on exhibition, the lady herself being slightly indisposed, through a severe cold. The other positive starters are T. W. Eck and W. J. Morgan, and probably Albert Schock, the Chicago man. There is now a field of five good starters, and the race should, and no doubt will, be a hot one, as great rivalry exists between three, at least, of these men.

W. L. Surprise, the secretary and treasurer of the Memphis Bicycle Club, and also editor of the Southern Cycler, and one of the liveliest of southern wheelists, said in a chat which your correspondent had with him this morning, "I wanted to find out the secret of Mr. Ducker's success with his annual tourney, which attracts the attention of the world, so I wrote him, asking for some points. Well, look here," said Mr. Surprise, "here are some of them," and he pointed to about one hundred pounds of printing and lithographic matter lying on the floor. "This," said Mr. Surprise, "coupled with hard work, unbounded energy and enthusiasm, and the risk of sufficient cash, is the real secret of the Springfielder's success."

The Memphis Club is an organization of seventeen young men and one woman, and last June was the date when the fever struck this city, on the banks of the old Mississippi. At that time there was only one gay and festive "bike" rider here, but now the club makes a good showing on parade. The lady in question is Miss Ida Zeiler, who propels a Victor tricycle with much gracefulness

The three professionals, Mlle. Armaindo, T. W. Eck and W J. Morgan, arrived here on Sunday. John S. Prince and W. M. Woodside are expected here the latter part of next week. The track in the Exposition building is an eleven-lap one. With five people on it, it will be very lively. Being on my way to the World's Fair, I shall take pleasure in giving the GAZETTE readers anything interesting in cycling during my stay there.

"SPOKES."

#### THE CORAL REEFS OF BERMUDA.\*

BY KARL KRON.

"There are islands in the ocean
Where the wild and restless motion
Of the heart that beats and surges with its passion and its pain,
May be stilled to quiet dreaming
Till all pain is but a seeming

Of a world long left behind us that we ne'er shall see again."

"The Bermudas" had been present to my mind for more than a dozen years, as a spot of the earth's surface which I definitely desired to visit, when there came to me, at the opening of the year 1884, a letter which I felt myself quite competent to answer by an emphatic No, without even troubling myself to break the seal of it. I recognized the superscription as that of the genial enthusiast who had persuaded me to be one of the three dozen "participants" in a week's wheeling "amid the down east fogs," of the previous June; and I felt assured that he was now trying to persuade me to participate in a similar excursion "along the Kennebec," which I knew that he was organizing for the following June. Considering that he understood perfectly well my settled objection to the personal discomforts necessarily connected with "touring in a crowd," and my expressed belief that one experience of the same would last me for a life-time, I felt mildly exasperated at his temerity in thus attempting to overcome my old-time prejudices. Taking up my pen to give written expression of this feeling, it occurred to me that civility demanded my first taking a glance at his letter; and, when I opened it, I found that it invited me to join - not a crowd of summer saunterers a-wheelback amid the woods of Maine, but his own solitary self on a winter's voyage to the Bermudas! Somehow, it had been his luck to strike the one weak joint in my harness,-to make an irresistible appeal to me,-to compel my unconditional surrender. Temptation, in behalf of any other locality, would have been resisted by me; since duty demanded that I should work "twenty-five hours a day for eight days in the week," in order to give a successful start to my canvass for subscriptions to "Ten Thousand Miles on a Bicycle"; and since prudence assured me that I could spare neither the time nor the money for any such mid-winter outing. But this temptation was not "in behalf of any other locality"-it was in behalf of "the Bermudas,"-in behalf of the very scenes which I for a decade had been vaguely yearning to set my eyes upon,-in behalf of the very place to which I had insensibly attached the quoted bit of newspaper verse as a true description; a place where

"There are little shady harbors,
There are cool and quiet arbors,
'Neath the trees upon the islands that are brightly resting
there."

In the face of this extreme temptation, presented so unexpectedly, and in such glowing colors, I hesitated—and was lost. Duty and prudence ceased to have compelling power. To me, as to the mariner in the old story, Bermuda had sud-

<sup>\*</sup>This is to be reprinted as the twenty-fifth chapter of "Ten Thousand Miles on a Bicycle" (12mo, 400 pages, price \$1.50), to be published in March, by Karl Kron, at the University Building, Washington Square, N. Y. The appendix of the book will contain the names of 3,000 subscribers, whereof all but 700 have now been enrolled. Subscribers' copies are supplied for a dollar only. The March issue of Outing will present the same writer's description of "getting through the Custom House," on the return to New York, and the resulting "test case," which caused the Secretary of the Treasury to order passengers' bicycles to be classed as "personal" and admitted free of duty.

denly become a veritable Loadstone Rock. "Itwas drawing me to itself, and I must go." At first, of course, I quieted my conscience with a few weak struggles against the inevitable; but after the man of Maine had made plausible answers to the various practical difficulties which I urged against accepting his proposal, I, "saying I would ne'er consent, consented." Then, having named the day, I hurled at him still another stanza from the song already quoted. "Yes!" I cried,

"Yes, away we'il go a-boating,
And to other islands floating,
Other skics and other idling seeking, with our careless song;
Now in bright lagoons be sailing
Where our heavy keel goes trailing,
From beyond the reef of coral, all its listless wake along."

The steamship "Orinoco" took us away from New York on a Thursday afternoon, the 6th of March, just as the sunshine had begun to dispel the wintry gloom in which a raging snow-storm had for twenty-four hours enshrouded the great city; and daybreak of Sunday disclosed to us the longed-for outlines of the blessed islands, whose verdure was suggestive of perpetual summer, though there were spots of limestone glistening through the green, as a sort of reminder of the snows which we had so recently fled from. The literature of the locality had been well-studied during the voyage; and I may properly quote from it, at this point, enough preliminary facts to render intelligible the record of my own personal explorations. Wrote a Philadelphia visitor\*:-

These islands, now converted into one by permanent and solid causeways, constitute the summit of a great submarine mountain, somewhat higher than Mont Blanc, and some 600 miles distant from any other land. The land area is about nineteen and one-fourth square miles, or about 12,378 acres, of which 2,300 acres are under tillage. The construction of its rocks, and the derivation of its vegetation, birds, and insects, afford some interesting and suggestive illustrations of modern views on those entertaining subjects. Its settlement was nearly coincident with that of Virginia, although its population of 761 per square mile far exceeds that of Virginia, or of any other rural part of the adjacent continent. The aggregate population (exclusive of sailors and soldiers) is 14,650, of which 60 per cent. is colored, but, owing to a £60 freehold qualification, the whole number of legal voters is 854. Hence the representative body, as well as all administrative functions, is in the hands of the most respected, tax-paying citizens. The general revenue is about £30,000, derived entirely from a specific duty on spirits and tobacco, and a trifling ad-valorem duty of 5 per cent. on all other importations. From this revenue is maintained the entire legislative and judicial, and a fair proportion of the executive machinery, excellent municipal conveniences in the two towns of Hamilton and St. George's, a general island police, and the efficient maintenance of over ninety-five miles of roads and streets, exclusive of the sixteen miles of military roads, which are also open to public use, but maintained by the Imperial military authorities. It is these streets and roads, and their economic construction, which are especially interesting to Americans, who have only got a step beyond savage tribes in the making and maintenance of public highways, although we spend somewhat more upon them than the richest and most perfectly supplied European nations. The Bermuda roads, though penetrating a very uneven and undulating surface, are graded almost to the capacity of railroads, shrinking from no rock cuts" or expensive "fills," or solid causeways, to obtain this result. Most of the heaviest work of grading, draining and metaling (they are all metaled) was done by borrowing long-term convicts from the mother-country. The heavy fortifications belonging to the Imperial Government were mainly constructed in the same manner - that is to say, at no expense except transportation, since the convicts had to be subsisted

The situation of the islands (latitude, 32° 20′ N.; longitude, 64° 41′ W.) is "as far south as Charleston and as far east as Nova Scotia; and there is said to be no habitable land so isolated on the

face of the round globe, unless it may possibly be St. Helena." Tropical plants flourish, not because the summer heat greatly exceeds that of the main land, but because they are not winter-killed. A mild form of slavery existed from 1618 to 1834, when the English Government abolished it by paying about \$35 each for the 4,200 blacks then in servitude. According to Godet ("History of Bermuda," London, 1860), "Bermuda, conjointly with Halifax, holds in check the whole Atlantic coast of the United States, upon which nature has bestowed no equivalent for naval purposes; and it also controls the West Indies, the Gulf of Mexico, and the southern coasts of the United States." A well-known guide-book,\* after remarking that "the soil is very thin, and of a red color; that it is already overworked, and constantly demands fertilizers; and that it is but a sparse stratum, deposited in the course of long ages on a limestone basis," adds:-

The most noteworthy characteristic of the Bermudas, in the opinion of the scientist, is their formation. Originally they were nothing but reefs of coral. Gradually the central portions arose above the sea, and then the surf, beating on their outer coral ledges, wore them into sand, which was washed up on the higher parts. Exposure to the weather of an ocean celebrated for the inhospitable treatment it extends to those who court its acquaintance, had a hardening tendeucy, and these heaps of loose sand became indurated into limestone. Nor is the process yet complete; it is still going on along the southern coast, where limestone in the various stages of formation may be seen, from hard rock to softer masses like cheese, and mere shifting hills composed of the disintegrated coral washed up by the latest storm. These islets number one hundred, with a large flock of nameless rocks. The main group forms a chain shaped like a fish-hook, from St. George's Island to Ireland Island, and connected by causeways. On the northern side they are hedged in by a remarkable coralline reef extending in a semi-circle completely across, subtending the arc of the bay lying between these two islands, a distance of twenty-five miles. It is worthy of remark that the Bermudas are in the highest latitude in which coral insects build in the form of rocks. In heavy weather this immense barrier is cruelly terrible, beaten by an unbroken mass of raging breakers. As there is but one passage by which it can be entered, it serves as an impenetrable cheval-de-frise against all ships of the enemy. The islands, in a direct line, are but fifteen miles in length, and never over two miles broad, and generally very much narrower, and excessively cut up with creeks and bays; and yet they give an impression of a much larger area - to such a degree as almost to come within the definition of an illusion. The surface, nowhere over 250 feet high, is always undulating; and thus one will often find himself in a little sylvan hollow surrounded by hills so steep as to give the impression of considerable elevation; they are clothed with cedar groves. On the intervening meadow-lands lies, perchance, a little pool surrounded by attractive farm-houses and gardens, and a church-spire. One could easily imagine himself in some New England vale, hundreds of miles from the sea, when a turn in the road reveals the ocean ouly a few score yards away; and the illusion is heightened by the numerous admirable roads running in every direction. A penal settlement existed until recently in Bermuda, and the convicts were employed to hew out of the rocks 120 miles of carriage-roads. The question is, "If these men had not sinned, would these roads have been constructed? and what would these islands be without these roads?"

What the islands are with them was pleasantly told in a series of letters to the New York Times, during the first two months of 1883, by W. Drysdale, whose most precious bit of testimony for wheelmen was as follows: "It would be hard to equal the Bermuda roads, and utterly impossible to excel them. They are smooth, hard and clean. When there are hills, they are not steep hills. When it is dry, there is no dust. When it is rainy, there is no mud. These roads run all over the island in every direction. The road-bed is solid rock, planed down as smooth as a floor."

Such ideal conditions for wheeling are due to the singular fact, which gives distinctiveness to so many other conditions of existence in Bermuda, that the coral or limestone can be cut and worked almost as easily as if it were cheese. "The limestone quarries, whence are taken the great blocks of which all the buildings in Bermuda are composed, may be seen everywhere; but the chisel and hand-saw take the place of blast and drill." Mark Twain's "Notes of an Idle Excursion," \* present the case quite clearly, thus:—

Bermuda is a coral island, with a six inch crust of soil on top of it, and every man has a quarry on his own premises. Everywhere you go you see square recesses cut out of the hillsides, with perpendicular walls, unmarred by crack or crevice; and perhaps you imagine that a house grew out of the ground there, and has been removed in a single piece from the mould. If you do, you err; but the material for a house has been quarried there. They cut right down through the coral, to any depth which is convenient,- ten to twenty feet - and take it out in great square blocks. This cutting is done with a chisel, which has a handle twelve or fifteen feet long, and is used as one uses a crowbar when he is drilling a hole, or a dasher when he is churning. Thus soft is this stone. Then, with a common hand-saw, they saw the great blocks into handsome, huge bricks, that are two feet long, a foot wide, and about six inches thick. These stand loosely piled during a month to liarden; then the work of building begins. The house is built of these blocks; it is roofed with broad coral slabs an inch thick, whose edges lap upon each other, so that the roof looks like a succession of shallow steps or terraces; the chimneys are built of the coral blocks, and sawed into graceful and picturesque patterns; the ground floor veranda is paved with coral blocks; also the walk to the gate; the fence is built of coral blocks, - built in massive panels, with broad capstones and heavy gate-posts, and the whole trimmed into easy liues and comely shape with the saw. Then they put a hard coat of whitewash, as thick as your thumb-nail, on the fence and all over the house, roof, chimneys and all. Cased thus in its hard scale of whitewash, not a crack, or sign of a seam, or joining of the blocks, is detectable, from base-stone to chimney-top; the building looks as if it had been carved from a single block of stone, and the doors and windows sawed out afterwards. A Bermuda house does not look like marble; it is a much intenser white than that. It is exactly the white of the icing of a cake, and has the same unemphasized and scarcely perceptible polish. There is something exhilarating, even hilarious, about its vivid whiteness when the sun plays upon it. I know of no other country that has chimneys-too pure and white for this worldworthy to be gazed at and gloated over. Wherever you go, in the town or along the country roads, among little potatofarms and patches, or extensive country-seats, these stainless white dwellings, gleaming out from flowers and foliage, meet you at every turn. The least little bit of a cottage is as white and blemishless as the stateliest mansion. Nowhere is there dirt or stench, puddle or hog-wallow, neglect, disorder or lack of trimness and neatness. The roads, the streets, the dwellings, the people, the clotbes, - their neatness extends to everything that falls under the eye. It is the tidiest country in the world. And very much the tidiest, too.

Bermuda roads are made by cutting down a few inches into the solid white coral - or a good many feet, where a hill intrudes itself - and smoothing off the surface of the roadbed. It is a simple and easy process. The grain of the coral is coarse and porous; the road-bed has the look of being made of coarse white sugar. These country roads curve and wind hither and thither in the delightfulest way, unfolding pretty surprises at every turn: pillowy masses of oleander that seem to float out from behind distant projections like the pink cloud-banks of sunset; sudden plunges among cottages and gardens, life and activity, followed by as sudden plunges into the somber twilight and stillness of the woods; flitting visions of white fortresses and beacon towers, pictured against the sky on remote hill-tops; glimpses of shining green sea, caught for a moment through open head-lands, then lost again; more woods and solitude; and by and by another turn lays bare, without warning, the full sweep of the inland ocean, enriched with its bars of soft color, and graced with its wandering sails. Take any road you please, you may depend upon it, you will not stay in it half a mile. Your road is everything that a road ought to be: it is bordered with trees, and with strange plants and flowers; it is shady and pleasant, or sunny and still pleasant; it carries you by the prettiest

<sup>\*</sup> I. J. W., in Nation, March 27, 1884, p. 275.

<sup>\*&</sup>quot;The Atlantic Islands," by S. G. W. Benjamin, 8vo, pp. 274 (New York: Harper & Brothers, 1878), devotes twenty pages to Bermuda.

<sup>\*</sup> Reprinted as the second chapter (pp. 36 to 105) of "The Stolen White Elephant" (Boston: Osgood & Co., 1883).

and peacefulest and most homelike of homes, and through stretches of forest that lie in a deep hush sometimes, and sometimes are alive with the music of birds; it curves always, which is a continual promise, whereas straight roads reveal everything at a glance and kill interest. Your road is all this, and yet you will not stay in it half a mile, for the reason that little, seductive, mysterious roads are always branching out from it on either hand, and as these curve sharply also, and hide what is beyond, you cannot resist the temptation to desert your own chosen road and explore them. You are usually paid for your trouble; consequently, your walk inland always turns out to be one of the most crooked, involved, purposeless, and interesting experiences a body can imagine. There is enough of variety. Sometimes you are in the level open, with marshes thick-grown with flag-lances that are ten feet high on the one haud, and potato and onion orchards on the other; next, you are on a hill-top, with the ocean and the islands spread around you; presently the road winds through a deep cut, shut in by perpendicular walls, thirty or forty feet high; and by and by your way is along the sea-edge, and you may look down a fathom or two through the transparent waters and watch the diamond-like flash and play of the light upon the rocks and sands on the bottom until you are tired of

it, - if you are so constituted as to be able to get tired of it. The general character of the place having been impressed upon the reader's mind by this graphic and appreciative description, he will be enabled to grasp with intelligence, and I hope with sympathetic interest, the statistical details of my own matter-of-fact report concerning the dear, delightful paths of this "ocean paradise for wheelmen." Fort St. George, overlooking the town of that name, which was formerly the capital of the province, stands at the most northeasterly part of the Bermuda "fish-hook," or at the top of the "letter J," which slopes thence in a southwesterly direction for a dozen miles, and then curves to the west and north for six miles, ending at Somerset. The point of the "fish-hook" extends two miles northeasterly from here, and consists of Ireland Island (reached by a horse-ferry), on which is situated the Royal dockyard. Less than a mile and a half across the water from this is Spanish Point, a headland projecting from where the curve begins in the "J"; and two miles behind this headland stands "Hamilton, on her clustered hillsides and summits, the whitest mass of terraced architecture which exists in the world." The relative situation of things may perhaps be suggested more clearly by considering Spanish Point as the end of the left thumb, Ireland Point as the end of the forefinger, which is crooked towards it. and Hamilton Harbor as lying at the junction of the thumb and finger. In entering this harbor, "we steamed between two island points, whose rocky jaws allowed only just enough room for the vessel's body,"—and it is only for a few hours of each day, when the tide is high, that they allow even this. Hence, though we were in sight of land at daybreak on Sunday, and though we soon came up within hailing distance of Fort St. George, and then steamed along the coast for ten miles, to the anchorage in Grassy Bay, off the dockyard, the "Orinoco" did not reach the dock in Hamilton until late in the afternoon. Most of her passengers went ashore six hours earlier, however, in a steam-launch which came alongside for that purpose; but, as the customs regulations forbade the taking of anything with them except hand-baggage, I preferred to stick by the ship, and devote the time to getting my bicycle in trim for immediate service, after I had superintended the hoisting of it from the hold, and had convinced the customhouse officer that he might properly grant me the privilege of riding it directly away from the dock, instead of delaying it there until Monday morning, for tedious official formalities.

Early in the day, my companion became so ex-

hilarated at the sight of the cedar-covered shores (the smoothness of whose roads seemed to his mind's eye doubly attractive, in contrast to the roughness of the sea, which had given him two days of wretchedness), that he was almost ready to lay violent hands on one of the under-officers of the ship for declaring, peremptorily, that, as the disembarkation of the bicycles on Sunday was quite out of the question, all thoughts of indulgence in wheeling must be postponed until the morrow. His indignant sorrow over this prospective calamity was assuaged somewhat by my quiet assertion that I would guarantee the prompt putting ashore of the wheels, all under-officers to the contrary notwithstanding; and, as the hours wore on, the increasing warmth of the atmosphere soothed his excitement into sleepiness and languor, so that, when the time for disembarking really came, he decided that it was the part of prudence to devote a solid night's rest to overcoming the effects of sea-sickness, before venturing to entrust his weary frame to the saddle at all. Alone, therefore, at a quarter-past five o'clock, I pushed my wheel down the gangway and through the admiring throng of two hundred well-dressed Bermudians, white and black, and forthwith started off for a ride of a dozen miles to St. George's, in front of whose hotel I dismounted at half-past seven o'clock.

No inns or public houses are to be found between these two main towns, though there are sevcral little post-office groceries where the traveler may refresh himself with fruits, confectionery, crackers and cheese, and bottled sarsaparilla. I believe, however, that a regular "American hotel" is soon to be erected at the Flatts, which is the first objective point on the route, being a little collection of houses at the little bridge (four miles from Hamilton) that crosses the inlet into Harrington Sound. This is described as "a charming inland sea, bordered by high cliffs, alternated by smooth beaches and tables of coral rock," and its dimensions may be generally indicated as those of an irregular oval, fully a mile broad and nearly two miles long. The second objective point is the Causeway, which is a mile long,—or, rather, nearly two miles long, if it be considered as extending to the Causeway Cottage, beyond the iron swingbridge, which is six miles from the Flatts, and a mile-and-a-half from St. George's. Three main roads from Hamilton-called the North, the Middle, and the South-converge at the Flatts; and two of them continue thence on opposite sides of the Sound and meet at the Causeway, whence a single road runs to St. George's. The North road, which a local guide calls "the most airy and easy of the three," was the one which I first made trial of, when I wheeled away from the ship, that Sunday afternoon. Facing the west, I turned up hill to the right, and again to the right, passing on my left the terraces in front of the Hamilton Hotel; then turning left and climbing Mount Langton through a deep cut, whence I descended through an avenue of cedars to the north shore, one mile from the dock. Thence, for three miles to the Flatts, I gayly glided along the shore, looking out all the while over the intensely blue ocean, which shone with unwonted brilliancy beneath the rays of the setting sun. The North road, which turns to the left across the bridge at the Flatts, continues to overlook the ocean, for two miles farther; but I preferred to keep directly on by what from that point is called the South road, which skirts Harrington Sound for a similar distance,

and then, making two successive turns to the right, extends to the Causeway. The left-hand road at both of these turns leads over to the north shore, but the second is much the better one to travel. There is also a more direct road, of rougher surface, leading from the Sound to the Causeway. The ride across this—with green waters upon one side, and blue waters upon the other, and the hues of both varying in intensity according to the tides and the position of the coral recfs-is always a very pleasant one; but my first ride there, in the brilliantly moonlit solitude of my first night ashore, seemed particularly strange and exhilarating. The twelve-mile course, which I traversed that first night, may be wheeled without dismount, in both directions. I think the same may be said of the north route around the Sound; but, though I rode over it in both directions, I cannot remember whether I conquered all the hills or not.

The South road is reached at a mile from the dock in Hamilton, by going southeasterly to the head of the harbor and then curving south. Meanwhile the celebrated row of five cabbagepalm trees, whose stately trunks look like chiseled columns of stone, have been passed on the right. Along the south shore, though not in sight of the water, one goes in an easterly direction, through a marshy and wooded country, for nearly two miles, and then turns left at the fork in the road by the Wesleyan chapel, climbing up a long, rough hill, and then making a sharp descent to the Flatts; or he may keep straight on at the fork and turn off for the Flatts at St. Mark's church; or he may continue past the church up Knapton Hill, and descend to the main road at a point near the Devil's Hole, at the southeast corner of Harrington Sound,—the distance to here from the fork being two miles, much of which is sandy and unridable. Just beyond here a road branches off to the right directly for Tuckertown; but I, in seeking that place, kept to the main road for a mile-and-a-quarter beyond the Devil's Hole (this is a walled enclosure on the right, guarded by broken bottles, where a shilling fee is extracted from each visitor who wishes to gaze on the great fish, swimming lazily in the transparent depths of the hole); and then, at the top of an incline, I turned to the right, and went a half-mile to meet the direct road before mentioned, on which I then wheeled a mile, or till I reached its terminus, at the wharf in Tuckertown. As there was nothing to the town except this little wooden wharf, I soon turned about, and walked up to the signal station, whence some interesting views were to be had. Rejoining my wheel at the foot of this hill, I drove it westward for a mile over a neglected military road, which would have brought me into the South road again, near St. Mark's church, if I had been willing to plod about two miles farther, over its rough stones. I preferred, however, to go back to St. George's, for my dinner, by the route already described, a distance of eight miles. The process of exploring Fort Albert, in the last-named town, the public garden (where flourishes a date-palm 130 years old) and "the point," required me to test two miles more of excellent roadway; but when I turned up hill to the right, just before reaching the Causeway Cottage, and explored a half-mile of rough, sandy, and hilly road, leading towards the north shore, I felt satisfied that a return to Hamilton by that route would hardly be worth while, even if the old ferry were in operation, of which I did not feel confident.

The Middle road from Hamilton to the Flatts

is a half-inile shorter than either of the other two; and, though more hilly than either, it is attractive because of the smoothness of its surface, while the overhanging cedars give it a specially secluded character, and supply a grateful shade from the glare of the sun. Near the east end of Hamilton harbor, just before reaching the line of five, tall palm-trees, the wheelman must turn left and ride up a half-mile hill, from whose summit there is a descent of three-quarters of a mile to Christ church, whence he must go up hill again, to the northeastward, for a mile and a quarter, to the little triangle where a junction is made with the road leading from the south shore down to the Flatts. Christ church is connected to the north shore by a direct road a mile long; and from the top of the hill that overlooks the five palm-trees there is a rather sandy cross-road, three-quarters of a mile long, which passes through the military barracks at Prospect, and descends to the north shore at a point a half-mile east of where the road from Mount Langton reaches the shore. From this latter junction, the shore road may be ridden westward for two miles to its terminus at Spanish Point, whence a return course of about that distance may be laid out, without much repetition of roadway, to the dock at Hamilton. When about half-way between the point and the dock, a detour, which requires about a mile of wheeling, may be made to the place called Fairyland.

The first mile of the route to Somerset is identical with that gone over in reaching the South road, but a backward (westerly) course is then taken along the south side of the harbor, so that the second mile ends about opposite the starting point. At the crest of a hill, a little beyond here, the best route makes an angle to the left, and in a few rods brings the tourist to the main road, by which he can go towards Somerset (right), or turn back towards Hamilton (left). A narrower, rougher, and hillier road, two miles long, whose additional picturesqueness partly atones for its difficulties, descends from the crest of hill just mentioned, and follows the shore until it finally turns off and joins the main road,-its appearance at the point of junction being that of a private lane. A mile beyond here is Gibbs's Hill, 245 feet in height, from the top of whose lighthouse (362 feet above high water), a wonderfully attractive panoramic view may be had of the entire region. The bicycler, instead of attempting to traverse the road leading up the hill itself, should leave his wheel on the main road, at the point where the telegraph wires cross it, and climb thence by a foot-path directly to the summit. Four miles beyond this is Scaur Hill, surmounted by a private boarding-house, where we secured a good dinner, as a result of a friendly warning that better fare was obtainable there than at the hotel in Somerset. From Scaur Hill, which I managed to ride up in both directions, though the effort made me groan, I had a fine spin northward to the public wharf and thence along the shore, past the Somerset House and police station to the horseferry, a distance of two-and-a-half miles. There is a road extending along the outside shore of the island, for about ten miles, from Somerset Bridge to a point opposite Hamilton, and it is very nearly parallel, at a distance of a quarter or a third of a mile, to the highway which we traversed; but it was said to be generally sandy and impracticable for a bicycle, and so we made no attempt to explore it. In the wooded heights of Fairmount, opposite Hamilton, is quite a network of ridable

roads, of whose intricacies I will say nothing more than that the bicycler may find much pleasure in disporting himself at hap-hazard among them.

My cyclometer registered 142 miles in Bermuda, distributed as follows: Sunday, 12; Monday, 33; Tuesday, 36; Wednesday, 38; Thursday, 23. I covered 56 miles of roadway which was new to me, and 34 miles of the same in an opposite or new direction, leaving a remainder of 52 miles to represent the absolute repetitions. On the forenoon of the second day, while I rode down to Hamilton, to seek my companion, he rode up to St. George's by another route, in search of me; and, as we each of us reversed the operation in the afternoon, we slept in separate towns on the second night as well as the first. On the third night, I rejoined him at his hotel,-the day having been spent by us in separately exploring opposite ends of the island,-so that the fourth day was the only one when we did any wheeling in company. Early in the morning of the fifth and final day, he saw his bicycle safely crated and stowed in the hold of the "Orinoco," on which he embarked at nine o'clock, while I continued to wheel for four hours later than that, or till the very moment when the steam-launch started off with the mails, to meet the ship at her anchorage beyond the reef in Grassy Bay. In apprehension of possible accident during those final hours, I warned my companion that, in case I should fail to catch the mail-boat, it would be his duty to send back my baggage, and as much cash as he could spare, in order to keep me comfortable during the fortnight which would elapse before the sailing of the next homeward steamer.

The narrowness with which I escaped such accident formed the most exciting incident of my entire visit; for, by some miscalculation of distances, I found myself on the North shore road, at the foot of Prospect Hill, within less than a quarterhour of the time announced for the steamer's departure. The route which I took from there to the dock was measured by my cyclometer as two miles; but I am confident it was longer, for I went around by the Admiral's corner, whereas the direct route across the hill called Mount Langton (which I somehow failed to prefer) was known as a good mile-and-a-half. Whatever the actual distance might prove to be when calmly measured in a less desperate crisis, that final spin of mine, "along the coral reefs of Bermuda," seemed the longest two miles of the entire 10,000 over which my "No. 234" had carried me. For the first time in my experience, I rode "as fast as I could." I devoted my entire force and energy to the one endeavor of speedily "getting there." My mind dwelt angrily upon the various troubles and perplexities which would result from suddenly "getting left" for a fortnight upon an island having no connection with the world that I belonged to, until it really seemed that I was "riding for my life." In the midst of this exciting chase, before I had turned away from the shore, or got within a mile of the dock, a sand-rut gave me a violent header,-the first and last fall which I had during the visit. I picked up my venerable wheel with profound trepidation, for, if the accident had disabled it at all, my last hope of sailing for New York, that day, would have disappeared. Fortune favors the foolish, sometimes, however, as well as the brave; and my own folly, in taking so needless a risk, was not fated to be properly punished. "No. 234" came up smiling from the sand; and I, without stopping to brush the white coral dust from my white flannel riding costume, was soon pushing its pedals harder than ever, in my despairing drive for the dock. I suppose that all touring wheelmen have occasionally, like myself, been oppressed with remorseful exasperation over their own mistaken choices among possible alternatives while on the road; but I don't think I ever had a more contemptuous opinion of my own discretion and sagacity as a traveler than during those last bitter moments of that "bad quarter-hour" when the tattered tires of my bicycle were pounding along, with every atom of speed which I could impart to them, through the glistening streets of "the whitest city in the world." All's well that ends well, however; and though I reached the dock two minutes before the appointed time, the mail-boat didn't really push off till twenty minutes afterwards. Life in Bermuda is a matter of such infinite leisure that even the post-office people seem to resent the tyranny of clocks and schedules!

I was accompanied on that final spin by a young man from Massachusetts, a fellow-voyager on the outward passage, who intended to remain upon the island for several weeks. I presume that he would have proved a much faster rider than myself on any ordinary occasion, and perhaps he did not now exert himself to keep up with me. At all events, he was considerably in the rear as we approached the dock, and, whether he thought my pace a swift one or not, I can assure him that he is the only cycler who ever competed with my swiftest pace, or ever saw me doing my very best to fly over the ground.

Ideally pleasant weather favored the five days of my first visit there; for a sudden shower of a few hours' duration, which worked no injury to the roads, could hardly be called an exception to it. The mildness of the air tempted me to sleep on deck in the moonlight, during the first night of the return voyage,-though my slumber was not profound after a rat had once interrupted it by running across my face. A bench in the smokingroom supplied my couch on the second night. which was a stormy one; while the bitter cold of the third night drove me to my own proper stateroom, and made its air endurable in spite of the "inside" position. This room was an exceptionally large one, but, for a man who values "outer ventilation" as much as I do, it was the very "last choice" in the ship. My misfortune in getting assigned to it resulted from this: that when I bought a round-trip ticket, two months in advance, and selected a most comfortable upper-deck room, I assumed that the same was assured to me for the return voyage also. A knowledge of my mistake may give friendly warning to other tourists that they should write to the Bermuda agents of the line, to secure choice of rooms, just as early as the exact date of the return voyage is decided upon. The steamship company's service is fortnightly (weekly in April, May, and June), and its charge for round-trip tickets is fifty dollars. Such tickets are not limited as to time; but, if the traveler returns by the same boat which takes him out, he need spend no more than ten dollars upon the island, and can thus restrict to sixty dollars the cost of his ten days' absence from New York. I know of no other way in which the expenditure of so little time and money can "give to the inhabitants of that city so genuine a taste of 'a foreign atmosphere,' or so good a view of the contrasts which English colonial life and habits present to their own." I adapt thus a previous remark of mine as to the advantages which a Bostonian may

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INDIANA,	*	-	50	233	CUBA, -			-	I	I
MINNESOTA,		-	17	118	AUSTRALIA,		•	-	I	I
MICHIGAN,	-	-	47	302	JAPAN, -	-, -,	-	-	·······I	2
WISCONSIN,	-	-	20	1.45	Newsdealers and	AGENTS,	11.11	1		445
IOWA,	-	-	39	224	Total Number,		-		1,557	3,912

#### MORAL:

Advertisers Placing their Advertisements where they will do the Most Good, Patronize the Gazette.

MORAL the 2d:

Wheelmen Know a Good Paper when they See it, and therefore Cannot Resist the Temptation to Subscribe.

#### ONLY 50 CENTS A YEAR.

THE SPRINGFIELD WHEELMEN'S GAZETTE, Springfield, Mass., U. S. A.

gain by a visit to Halifax, in Nova Scotia, which is more readily accessible.

The relative inaccessibility of Bermuda-the penalty which most good Americans must pay to Neptune, when the steamer plunges through the sea-sickening surges of the Gulf Stream, on the way thither-is the one circumstance which has kept it from being overrun and spoiled by them. This natural barrier against the excursionist and the pleasure-seeker is an everlasting one, and though its power to "keep out the crowd" will diminish, as the knowledge of Bermuda's special attractions spreads more generally over the continent, its power will never wholly disappear. There will always be a large body of American travelers whom no possible picture of the beauties of this ocean paradise will ever tempt into exposing their stomachs to the wrenching commonly produced by the cross-currents and choppy seas of the Gulf Stream. Nevertheless, the man who wishes to enjoy the pristine simplicity of the Somers Islands, should visit them right speedily, and take no trust in the theory that the discomforts of seasickness will long prevent the tide of American travel from rolling in with sufficient volume to obliterate that simplicity. Even while I write, I feel there is a possibility that our Yankee "rage for improvement" may have put an end to that delightfully stupid and admirably exasperating old custom of building a gangway out to the steamer, every time it arrives, and of taking it to pieces every time it departs (ensuring a long delay, on each occasion), instead of keeping the same in condition for immediate use.

The black people deserve a word of commendation for the contrast which their thrifty appearance and self-respecting politeness presents to the looks and manner of their race upon the main-land. I am afraid they regard with disdain these less fortunate ones, because of their slow improvement under the adverse social conditions inherited from times of slavery; conditions which almost necessarily render them cringing and servile when poor, and insolent and obtrusive when they chance to obtain wealth. The Bermuda blacks, on the other hand, were the first ones I ever saw who seemed sincerely to hold themselves "just as good as white folks," without making any fuss about it. It was a thing simply taken for granted; an entire matter of course. I recall, as a pleasantly novel civility, their salutation of "good night!" (just as we say "good morning!") when I sped past them, in the dusk or the moonlight, on that first Sunday evening ashore. I recall, too, the picturesque appearance of a group of colored school-children, ranged along the glistening road in the order of their size, who gazed with admiring silence upon the white-clad white man from America, silently sliding past them on his silver wheel. I remember, too, the impression of age and solidity and perfection and permanence given to my mind by the deep-eut roads through the rocks. It seemed as if the work had been done centuries ago, for no scars of it remained, and the weather-darkened surfaces of these soft coral cliffs, overhung with cedars and vines and oleanders, suggested a flintlike hardness of structure which idealized the road-builders into very heroes of perseverance. But most of all I remember the loquot!

Be it known, then, that the loquot is a pearshaped fruit, growing in yellow clusters, which make the tree extremely attractive to the eye, and that its delicacy of structure is such that it begins to decay within less than a dozen hours from the

time of plueking. Hence, though the best of all the other innumerable fruits and vegetables which Bermuda produces are marketed in New York, and should be sought there rather than on the islands, the loquot cannot be exported! . No Yankee can hope to delight his palate with its matchless flavor unless he first crosses the Gulf Stream! Perhaps it is because of my own superiority to sea-sickness that I extol the loquot as supplying in itself full compensation for a three days' voyage. But certainly I liked the loquot. I had to like it. There is a sort of subtle toothsomeness, or fineness of flavor, about the fruit, which is indescribably delicious. "They're good, the loquots are," as my companion said, with a tone of heartfelt emphasis, not indicated by the simple words, when he sadly threw into Grassy Bay the pits of the last handful which I had brought out to him in the mail-boat; "there's no sort of doubt about the loquots!" There may well be a doubt, however, as to the accuracy of my careless suggestion about their growth being eonfined to Bermuda; for that was intended to signify nothing more than my own ignorance of their existence elsewhere. Very likely they may flourish in other islands farther south; like Jamaica, whither Bermudians have a chance to go, once a month, by Cunard steamer, which also, in the other direction, gives them a monthly mail to Halifax. That city, which I have elsewhere characterized as seeming to me like a sort of little London,- as the most English-like place on the North American continent,—is just about as near to them in distance as is the city of New York; while, as regards customs and tastes and sympathies, it is much nearer to them. In Bermuda, as in Nova Scotia, "take the left" is the rule of the road. There is nothing really extraordinary, therefore, in the seemingly odd fact that the bishop of Newfoundland should embrace .Bermuda in his diocese, making biennial visitations to the milder island. So, too, it would be quite in keeping with the geography of the case to recommend that a September wheeling tourist through Newfoundland, Cape Breton and Nova Scotia, should thence prolong his travels by taking steamer direct for the coral reefs of Bermuda. A monthly line of steamers from Baltimore to Bermuda was also advertised, last April and May, and, I presume, is still in operation. Whichever route the traveler may choose, let me advise him to equip himself not only with an abundance of clothing suitable for summer and winter, but also with all the attainable literature relating to the scene of his visit. The standard guide is the "Bermuda Pocket Almanac" (issued annually from the office of the Royal Gazette, and costing half a dollar), which contains tables of roads and distances, amid numerous other statistics, and which renders them all intelligible by exhibiting on its cover a map of the islands, drawn upon a scale of three miles to the inch. A much larger and more clearly drawn map, printed in colors, is appended to Mrs Dorr's recently issued volume,\* which every visitor to the islands should have in his pocket; though the littler map of the "Almanac" gives to the wheelman a completer showing of the roads. "We have not been quite everywhere, yet. But one thing we are all agreed upon: nowhere have we found within the compass of nineteen square miles so much that was novel,

beautiful, and interesting, with such air and such sunshine, and such peace, as we have found just here." Such was the testimony of some widelytraveled acquaintances which Mrs. Dorr presents as best reflecting the personal impressions which she has endeavored to embody in her "book of Bermudian days"; and such shall be my testimony, also, as I recommend her pleasantly written little volume to those who seek the islands. I mildly suggest to them, however, that the dreamy poetry of the place may have led the lady to idealize beyond the recognizable point some of the prosaic discomforts of existence there; just as it led certain masculine witnesses, whom I have quoted, to report that all the roads are perfectly hard and smooth of surface, and perfectly gentle as regards their slopes. There are fleas in Bermuda, let me sadly say, and they bite as remorselessly as if dwelling in less poetic climes. I do not like the fleas; but the loquots I do like. And it is as the Land of the Incomparable Loquot that I shall always cherish the Bermudas in my dreams!

"So, in this wintry weather, Were we rich, we'd go together, Sailing far o'er distant oceans, and among the dreamy isles; But those queer, outlandish places Will find, this year, no traces

Of the white-clad cycler, Karl Kron, where he wheeled those happy miles."

Washington Square, New York, Jan. 7, 1885.

### AN IMPORTANT LETTER.

PHILADELPHIA, PA., Dec. 12, 1884.

I would say that I have examined my Record of Repairs, done in the months of April, May and June, current year, which I tabulate as follows:-

		Englis	Expert	Specia	Standa
No. of machines repaired,		80	42	17	40
Average cost of repairs,	es .		6	of	d - C -

per machine, Total cost of repairs,

335 60 54 69 33 12 64 42 the cost of repairing ninety-nine Columbia machines being less than one-half the cost of repairs

nia.

on eighty of English make. The breakage was distributed as follows:--

	English Machines.	Old Style Standard Columbia.	New Style Standard Columbia.	Old Style Expert.	New Style Expert.	Special Columbia.
Axles,	5					
Backbones,	4	4	r	2		
Rear Rims,	3		I		1	
Fork Heads,	3					
Front Forks,	6					
Necks,	3				Ī	
Handle-bars,	12		I	3		2

The nature of the breakage on English machines renders the repairs difficult and expensive, and the delay in procuring parts causes annoyance to both repairer and customer. We not infrequently make the parts ourselves. When we consider that there are many more Columbias than English machines in use, and but few more are brought in for repairs, the record is certainly held by the Columbia, with a long lead, which will be difficult to overcome.
Yours very truly,

(Signed)

CHAS. WRIGHT, Supt. of Repairs for H. B. Hart.

Wheeling, the leading cycle paper of England, says of us: "THE SPRINGFIELD WHEELMEN'S GAZETTE leads the way."

<sup>\*&</sup>quot; Bermuda, an Idyl of the Summer Islands," by Mrs. Julia C, R. Dorr, 12mo, pp. 150 (New York: Scribner's Sons, 1884).

### ONLY A GIRL.

I hear a sharp ring on the frosty way,
And I catch the gleam of a cycle bright,
Just a glimpse of a form in Quaker gray,
And then, the dear boy! he is out of sight.
Ah, out and away, ere the sun is high,
While the early clouds are all rose and pearl,
And the air like a wine that is bright and dry;
And I'm—only a girl.

I think of the hollows where leaves lie dead;
Of the gaunt trees' shadows against the sky;
Of the cool, clear stretch of blue overhead,
And the low, lush meadows he rattles by.
I look on the road with its dusty track,
Where the wind-gusts meet to whistle and whirl;
And—yes! I may look for his coming back,
For I'm only a girl.

I may watch and wait all day for the ring
Of his pretty plaything's glistening steel;
And, dressed in my gayest, may sit and sing
Over my work till I hear the wheel.
Then I shall see the eyes o' my lad,
And he a cheek and a drooping curl;
And—well, yes—perhaps—I'm a little glad
That I'm only a girl.

-RUTH HALL, in Outing for January.

# Items of Interest.

Rudge & Co. make 10,000 wheels a year.

On October 1, the membership of the C. T. C. was 16,409.

The Racing Board has accepted Hendee's times made at Springfield.

Dr. W. G. Kendall, of the Boston Bicycle Club, has made the excellent record of 2,300 miles since June 1.

Bettison, of the Falls City Club, at Louisville, has ridden 4,000 miles on a bicycle since the 1st of last March.

Colonel Newton, the American biologist, while riding a tricycle, in London, Eng., December 15, came into violent collision with a cab, and was thrown to the ground, striking on his head. He died two hours afterwards.

Edward P. Burnham, of Newton, gives as his road record for the year, 3,000 miles, of which 940 were made since November 1. Of the total distance 1,140 were made on a tricycle. Burnham's '83 record was 3,045 miles.

A final decree was entered by Judge Blodgett on the 15th of December, in the equity suit of the Pope Manufacturing Company vs. J. M. Fairfield. The court found that the defendant had violated a license granted by the company, and ordered the payment of damages and costs, and a perpetual injunction restraining him from violating in future any of the agreements in his license.

The following cyclists have signified their intention of taking part in the Bermuda tour: George R. Bidwell, W. H. De Graf, F. G. Dubois, and F. H. McCormack, of New York; C. F. Joy and S. C. Miller, of Boston; L. J. Carney and F. A. Elwell, of Portland; A. G. Coleman, Canandaigua; Dr. Will Budington, Brooklyn; W. H. Middleton, Harrisburg; Fred G. King, Corry, Pa.; George W. Houk, Wellesboro, Pa.; and Francis Cushing, Montreal.

The time set for the "big four" tour is July 3 to 15, 1885. The start will be made from Buffalo, July 3, the tourists wheeling to Rochester, N. Y., thence across Lake Ontario, by steamer, to Cobourg, where an entertainment will be held at the Arlington Hotel; thence by wheel to Belleville, with entertainment at the Defoe House; thence

to Thousand Islands, with ball at Thousand Island House, Alexandria Bay; thence by steamer to Clayton, and by rail to Utica, N. Y.; thence by wheel down the Mohawk valley to Albany, where an entertainment will be given; thence by wheel down the Hudson river roads to New York city, reaching there July 15.

### NEW PROFESSIONAL RECORDS.

The American records from eleven to fifty miles were all broken by William M. Woodside, at Chicago, December 8, at the Exposition building. The track on which he performed the feat is 1,564 1-2 feet to the lap, requiring 3 3-8 laps to the mile. The measurements of the track and the times made are certified to, and there can be no doubt about the accuracy. For thirty-three miles Woodside made his own pace, but on the thirtyfourth mile he was joined by Phil Hammill, of the Chicago Bicycle Club, who set the running at a rattling pace. On the forty-ninth lap Woodside was taken with slight cramps, caused by the cold; but, bracing up on the last lap, he shot ahead of Hammill and made the circuit in 54 seconds, it being the fastest lap of the race. The times which are appended stand as records above eleven miles. The fifty miles were made in 5 minutes, 13 1-2 seconds inside of Prince's time, heretofore the best.

MILES.	H.	M.	s.	MILES.	н.	м.	S.	
1	0	03	06 3-4	26	1	26	38	
2	0	06	15 1-2	27	1	30	14 3-4	
3	0	09	28 1-2	28	Ī	33	48 1-4	
3 4 5 6	0	12	40 1-2	29	1	37	27 I-4	
5	0	15	53	30	1	41	08 3-4	
6	0	19	07	31	1	44	52 I-4	
<b>7</b> 8	0	22	22 I-2	32	I	48	26 3-4	
	0	25	40	33	I	52	II 3-4	
9	0	28	55	34	1	55	53 3-4	
10	0	32	08 3-4	35	1	59	40 3-4	
II	0	35	26 3-4	36	2	03	05	
12	0	38	40 1-2	37	2	06	33 I-4	
13	0	4 I	51	38	2	10	06 1-2	
I ¢	О	45	18	39	2	13	42	
15	0	48	41	40	2	17	18 1-4	
19	0	51	59 1-4	41	2	20	54 1-4	
17	0	55	2I I-2	42	2	24	34	
18	0	58	48	43	2	28	I2 I-2	
19	I	02	09	44	2	31	51 I-2	
20	I	05	38 1-4	45	2	35	33 1-2	
21	1	09	II I-2	46	2	39	21	
22	1	12	36 1-4	47	2	43	o8	
23	1	16	14	48	2	46	55 I-4	
2.4	1	19	36 1-2	49	2	50	43 I-2	
25	I	23	05 3-4	, 50	2	54	OI I-2	

## CLUB ENTERTAINMENT.

In response to an invitation from the Nashville Bicycle Club, the Lotus Circle, a musical and literary association, met on Monday evening, December 15, at the club rooms of the former. The meeting was pronounced by all to have been one of the most brilliant that has ever taken place in the history of the circle. large parlors of the wheelmen were furnished with an amount of elegance, comfort and taste that far exceeded the ideas generally prevalent of gentlemen's club rooms, and were thrown open to the brilliant company that had been invited. The members of the Lotus Circle, anticipating the excellence of the hospitality that was to be extended, had prepared one of their most select programmes, and rendered it in a captivating manner throughout. The circle was presided over by Miss Anna Hall Frizzell, the president of the organization, who was assisted by Mr. J. R. Banks in discharging the duties of the chair.

The following was the programme:-

Instrumental solo — H. A. French, Nashville Bicycle Club.

Reading—"Darius Green and His Flying Machine," E. A. Price.

Song —"I Love My Love," J. H. Zarecor. Encore —"Moreen Mareen."

Reading - Miss Mamie Adams.

Song—"When 'tis Moonlight," Miss Susie Houston. Encore—"Marguerite."

Reading — Mark Twain's "Good Little Boy," J. R. Banks.

Music—"Ah, I Have Sighed to Rest Me," J. Burrus Burdett, accompanied by Mr. H. A. French on the piano, and Mr. E. Fisher on the flute. These three gentlemen are members of the Nashville Bicycle Club.

Violin solo —"Le Desir," A. E. Howell, president Nashville Bicycle Club. Encore —"Traumerei."

Song —"In the Golden Eventide," Miss Emma Johnson. Encore —"Annie Laurie."

The rest of the evening was devoted to social conversation and promenades.

Miss Jessie Houston, a member of the Lotus Circle, and Mr. Alfred E. Howell, president of the Nashville Club, did the social honors of the evening, on whom too much praise cannot be bestowed for their untiring efforts in making the meeting such a success.

### THAT DOINS.

OTTUMWA, December 28, 1884.

Mornin, Mr. Editur, how de dew, 'd I tell yew bout what I seed at the skatin rink tother nite? Dident well Jakie an I, Jake's my boy, we heered as how ther wer goin tew be a dewins at the skate rink. so we thort we ud go and see it. We made it all rite got in an got fixed an begun tew skin our peelers round on the things, the skatein looked mity fine. I axed a feller ef he thort it wuz safe and he sed nobody hed fell in yit. I seed A shelf way down et the tother eend an purty quick there was mewsic comin from it. Jakie lowed as how they hed wound up thare mewsic box an one feller's horn sounded as how he hed let a pine board fall. Well purty quick they commenced skatin an by gol twuz fine, here come one gal mincin along like she wuz barefut, an walkin on hickry nut shucks, nuther gal sailed by an winked much ez tew say yew cudent kich me in week. Wun feller seemed loose in his hips like an old pair uv fire tongs, gosh but he was graceful. I wanted to try my luck mity bad, but A feller lowed as how it tuck the rocks tew skate thare an we hed left all our stun at the door. Well after they hed skated and skated till Jake an I wuz gitin mity tired, the ring master cum out an cracked his whip an sed Gentlemen and Ladies I now have the pleasure of introducing to you the Ottumwa Wheelmen, then out they cum on their high hosses an by gol weren't they nice. One feller fixed up mity fine with A pair uv earrings on his breast sed tention Wheelmen Single file and away they went cutin great snakes all over the pond, then they sashayed up the middle an down the outside an all ballanced but one feller he unballanced, they failed tew set the switch fur one feller an he crashed rite in tow nother feller but the track wuz soon cleared an trains runnin ez usual. then they all got off an the feller sed tention Wheelmen all mount an then they all begun tew play hop toad but nun of them jumped over an then the ringmaster cum out an cracked his whip an sed Gentlemen and ladies the wheelmen will now run fer A gold medal an one feller cum out an the ringmaster sed go an yew ort tew see the fur fly. Snakes but dident he git roun thair an run rite in tew A feller's shadder an over he went an made ez ef he wuz going in swimmin great guns but didn't the ice crack the feller hurried up got on that hoss an flew round thare like

mad. A feller sed he was runnin agin time but I lowed he was runnin agin luck his hoss limped A little but mity quick got down to biz an went purty kerect till the last end when up his heels went and away went the rider clear into the second row of seats. Goll but didn't they yell I thort some un hed stuck a pin into em. well after that nother feller tried it an made it all rite I guess his hoss was a little older an not so skerry like. Wal I swan I wish I could ride like them fellers but sech hosses airnt fer the likes uv me an I'll hev tew ride the old mare an crowd her long with a swich nsted uv my fut. Well good bye, Mr. Editur, fer its purty near time I wuz gitin hum an dewin the chores.

OTTUMWA.

### AMONG OUR EXCHANGES.

The December issue of THE SPRINGFIELD WHEELMEN'S GAZETTE is a beautiful number.—
Pittsburgh Sportsman.

A St. Louis man declined to buy an encyclopedia, with the remark: "I know I could never learn to ride one."—Phonix.

THE WHEELMEN'S GAZETTE is what you might call a "bright, sparkling gem" in the circle of cycling literature.—Southern Cycler.

Great strides have been made in wheeling this season; next year will eclipse this by long odds. All indications point that way.—Sporting Life.

It is said that English racing men will not be allowed to land next season, on the ground that they are assisted emigrants.—Bicycling World.

The October number of THE WHEELMEN'S GAZETTE contains the finest account of a race meeting ever given in any cycling paper.—Canadian Wheelman.

THE SPRINGFIELD WHEELMEN'S GAZETTE is eertainly a beautiful and valuable journal, and we do not blame bicyclists for being proud of it.—

Pittsburgh Sportsman.

What a pity it is that some of the English clubs don't take a lesson out of the Springfield book, and pay up their race meeting accounts sharp on the nail!—Cycling Times.

Karl Kron is his own press agent. He is a success in this department, and has got more free advertising than any rider before the public. It will be so nice when his book does come out.—

Boston Globe.

A great effort will be made at the next general meeting of the League to pass a resolution calling for the publication of a semi-monthly or monthly gazette, instead of the weekly one now furnished League members.—*Boston Globe*.

We heard an absent-minded cyclist the other day call out, "Come in," as he heard himself knocking the ashes out of his pipe. And then he wondered what the joke was as soon as we all began to laugh.—Cycling Times.

The bicycle experts seem to have a hard time of it making matches. Unless there is a reasonable possibility of a large attendance the stake money is not placed with that avidity which betokens business.—Sporting and Theatrical Journal.

The bicycle dude is dying out. The animated hairpins who part their hair in the middle and squint through a single eye-glass are now termed "Sooners," because they would sooner be what they are not than what they are—idiots.—*Turf*, Field, and Farm.

The Wheel shows very poor taste by refusing to accept the records made by Woodside after they had been accepted by the chairman of the raeing board of the Illinois division L. A. W., and all the reliable newspapers of the country.—Mirror of American Sports.

"The Chicago bi boys are very selfish," and the Louisville wheelmen feel slightly offended at not being invited to come up and get a piece of their Christmas pudding. The Falls City lads seem very anxious to have a set-to with the Lake City swells.—Sunday Argus.

The editorial in the December number of The Springfield Wheelmen's Gazette on betting is most excellent. If allowed to gain a foothold on our race tracks, betting would soon lower the standard of our audiences, and rob the races of their amateur spirit.—Amateur Athlete.

A cycler coasted down the asphalt, and a specimen of the genus "small boy" ran out waving his arms and frantieally yelling, "Shoo! shoo!" "What are you trying to do?" said the cycler. "Scare it up so I can have a shot at it," said the small boy. Exit cycler in disgust.—Southern Cycler.

The December number of The Springfield Wheelmen's Gazette is one of the best yet issued. It has fourteen pages of reading matter, varied and interesting, and its illustrated articles on Sellers, and Landy the Cincinnati champion, are alone worth the price of the paper.—Boston Herald.

One of the female fancy riders of the West was performing in a hall, and an admiring by-stander, leaning over the rail, remarked, at the conclusion of a creditable act: "Big feat." Glancing quickly at her pedal extremities and around to see if the crowd had stumbled over the remark, she struck him a severe blow with the tale of her woe.— Western Cyclist.

A "Club Member," in a letter to the World, intimates that no successful race meeting could be held here because there is no track. It has been well shown, however, that under the best possible circumstances the apathy of Boston wheelmen would make the undertaking extremely hazardous. It is ridiculous to talk of getting up a tournament in Boston that could vie with Springfield, New Haven, or Hartford.—Boston Globe.

Again that interesting paper, The Wheelman's Gazette, is on our table, and we are glad to see the carefully-selected matter that is enclosed between the first and last pages. Absolutely, there is not a dry line in the whole paper, and we even go so far as to read the advertisements. "And more and more the wonder grew" how so much interesting wheeling matter can be furnished for fifty eents a year.—Lynn Union.

He was the bugler of the club, a fact which eould easily be noticed, as his bugle hung carelessly by his side. He was gliding smoothly and noiselessly along, and, having forgotten everything, his thoughts went back to that charming girl in the central telephone office, when accidentally his automatic bell rang, and on the spur of the moment he placed the bugle to his ear and shouted, "Hullo, there!"—Canadian Wheelman.

Again we affirm that John S. Prince is the onemile professional champion bicyclist of the world. When Mr. Howell or Mr. James covers a mile in 2.39, they will be entitled to the distinction of elassing with the champion. Both Howell and

James talk as fast as 2.38, but if they will only stop the watch at 2.39 we will recognize their right to contest championship honors at a mile with the Prince of American wheelmen.—*Turf*, Field, and Farm.

WHAT NEXT?—We understand that Mr. Douglas, the spirited proprietor of the Standard Theater, has purchased a sociable tricycle from Messrs. Hudson & Co., for use in the coming pantomime "Cinderella," that is to be produced at that theater. Instead of the gorgeous carriage so familiar to the small folks, Cinderella will be conveyed to the ball on this sociable tricycle. The clown and pantaloon will also, we hear, make their appearance in the "funny business" on the same machine, and we can imagine that some eccentricity will naturally be indulged in.—Cycling Times.

The recent fast times made in the New World have aroused the ingenuity of some wondrous arguers, who think the times were made to appear faster by reason of the timekeepers starting their watches by the flash of the pistol instead of by the report. Seeing that the flash precedes the report—light traveling faster than sound—the ordinary mortal mind seems incapable of understanding how such a proceeding could make the time seem faster. If the watch starts before the rider, the watch must surely make the time longer than if both start together. Don't you think so?—Wheel World.

An important demonstration of the value of the bicycle for long distances was given a short time ago at the Exposition building, in Chicago, where W. M. Woodside, a professional wheelman, rode fifty miles in 2 hours, 54 minutes, and 1½ seconds. Beginning with the eleventh mile Woodside lowered all previous records up to fifty miles. Evidently the time is not far distant when a cycler on a smooth road will cover fifty or a hundred miles as rapidly as the average railway passenger train. But we must first have the smooth country roads, and at the rate the cycling interest is now developing the demand for better roads will soon have to be met and satisfied.—

Mirror of American Sports.

Washington is the heaven of bicycles. There are 1,200 of them there, weaving merrily to and fro over the forty miles of asphalted pavements. You take a stroll down the sidewalk, and every moment in the moonlight a man with a gleaming wheel screwed to him glides by like a phantom. There are probably twice as many wheelmen there as in any other city in the world. Surgeons will testify to it. You meet three ladies and inquire after their families, and the chances are that one of them will tell you that Henry is confined to his bed - a cab ran over him; the second will inform you that her husband "lighted on his hands and bent 'em over so that he can't write any more at the department"; and the third will reveal the family calamity in "Johnny took a header and broke out three of his front teeth."-Pittsburgh Sportsman.

# TWO KINDS OF ATHLETES.

In any athletic sport in which professionals are engaged there is as a rule unlimited hippodroming. With very few exceptions, men who pursue any class of athletic exercises for a livelihood quickly degenerate, and as a rule will, without compunction, "throw" a race, if they can thereby make a few more dollars than by winning. But, in strictly amateur sport, it is entirely different,

for in this case the contestant's sole desire is to prove himself superior to his competitors, and to win the coveted prize, not so much for its intrinsic value, but as a trophy of a victory, to win which, he probably went through a long course of faithful training. Again, the class of young men interested in amateur athletic pastincs is socially very good; therefore, especially among the bicycle fraternity and at race meetings, they draw large audiences of their personal friends, the large attendance of ladies being a marked feature; for, next to the winning of the prize, the one thing dearest to the heart of an aspiring athlete is to have his prowess witnessed by admiring lady friends.—Amateur Athlete.

### SOUTHERN BICYCLE TOURNAMENT.

The growing favor with which the useful and beautiful exercise of bicycling is being received in the South, has led the Memphis Bicycle Club, an organization composed of a number of enterprising young men in that city, to conceive the idea of a Southern bicycle tournament. The success which has attended similar affairs wherever they have been given in the North and East, and the belief that if properly managed, such an event would materially aid the cause of wheeling in the South, they have determined to move in that direction at once. It is proposed to give two or three days races during the spring, upon a fine half-mile track in the suburbs of Memphis, and if a sufficient number of wheelmen can be induced to participate, prizes amounting in value to several hundred dollars will be offered. Hotel accommodations and railroad fares at reduced rates will be secured, and every possible inducement offered. Wheelmen everywhere in reach of Memphis should at once write to W. L. Surprise, the secretary of the Memphis Bicycle Club, and give the movement their hearty support.

In returning the corrected proofs of his Bermuda article, January 7, Karl Kron reported to us that the number of dollar subscriptions pledged for "X. M. Miles on a Bi" was 2293. London supplies twenty-five of these, other towns of England supply ten, Scotland sends two, and Ireland one. As Australia and New Zealand have already pledged a round three dozen names for "the great road-book," Oceanica is still "just one ahead" of Great Britain, on the immortal list of 3,000.

Supposing, just for the fun of it, that the 400 or 500 Americans who make money by the spread of cycling, had each put up a two-dollar pledge on the very day in December when the GAZETTE asked them thus to bring Karl Kron's canvass to a close; supposing that this not very expensive joke had been indulged in, and that "Ten Thousand Miles on a Bicycle" were thus ensured for appearance in January instead of in April or a later month,—would "the prospects of the trade" be any poorer than now?

Apropos of the New Year's gift which we make to our readers, in the shape of a four-page story (a thing unprecedented in the history of the GAZETTE), the following note, written on the 5th of January by Mr. F. A. Elwell, of Portland, to Karl Kron, may be worth a moment's notice: "I expect to sail from New York, on the 22d, for Bermuda, with a party of fifteen, to each one of whom I've ordered the GAZETTE to send the January issue of its paper, containing your account of our last winter's fun on the islands. I

only wish you had published it a month ago, as it might have 'boomed' my party some. However, as I this morning received letters from a dozen new men, all anxious to go, it is likely enough to exceed fifteen. I expect that a still larger party will go next winter, and each succeeding one, as the special attractions for this particular scheme for winter-wheeling in mid-ocean become more generally understood among cyclers. I am astonished and disgusted, nevertheless, at their slowness in pledging the needed \$3,000 for your book."

Karl Kron's "Pointer to the Trade," in last month's GAZETTE (demonstrating that if the dealers would each promptly subscribe for two copies of his book, they would not only make a dollar directly by the operation but would enable him to publish in season to give a boom to their spring trade), has had so little effect that he has about given up the hope of completing the list of 3,000 before the close of March. Those who saw the point of last month's "pointer" were the following: Bull & Haynes, of Buffalo (ten copies); H. B. Hart, of Philadelphia (six); Probst & Fisbeck, of Terre Haute (four); Gormully & Jeffery, of Chicago (two); Zacharias & Smith, of Newark (two). The latter firm, however, had previously sent in eighty-five subscribers, and express the intention of "winning the championship" by running the number up to one hundred. The GA-ZETTE's "pointer" also inspired J. E. Harder, a dealer in hunting and fishing goods at Clearfield, Pa., who has recently been promoting a boom for cycling in Clearfield county, to pledge ten individual supporters for Kron's book, including the proprietors of two hotels. Three dozen subscriptions were therefore scared up by the GAZETTE's appeal to the dealers, even though most of them failed to notice it. Several, of course, had previously given their support, including S. T. Clarke & Company, of Baltimore (ten copies); the Cunningham Company, of Boston (eight); the New York Toy Company (three); W. C. Scribner, of Washington (six); and the H. B. Smith Company, of Smithville, N. J.

Boston will have another cycle house the coming season.

Riders will be glad to see a bicycle with compressed tires.

Martin Rudge's failure at Lancaster, Pa., was a disreputable affair.

William Read & Sons already are supplying many Kangaroos.

The Berkshire County Wheelmen are planning for next summer's tournaments.

We are promised, for next issue, full particulars, with price, of the Victor bicycle.

The Royal Mail made wonderful progress last year, and is in favor with many wheelmen. •

The Southern Cycler of Memphis, Tenn., is one of the latest additions to the wheeling literature.

Among the innumerable presents that Presidentelect Cleveland has received there is a full-nickeled bicycle.

Louise Armaindo has an eye on next year's Springfield tournament, especially the professional handicaps.

Notwithstanding wheeling is at a stand-still, the cycling papers were never so interesting as at the present time.

W. J. Morgan, the professional bicyclist, says that the Springfield Club has the internal

spring, as it were; has more go ahead than any club on earth.

It is said that a stock company will be organized at Indianapolis to build a track and arrange a bicycle meet next June.

The Victor bicycle will have, among other new features, a saddle and spring which is expected to revolutionize bicycle saddles.

W. M. Woodside scouts the idea of his being under any one's management, and expresses himself as capable of pedaling his own wheel.

The suit in Boston, between the Wheelman Company and the Overman Wheel Company, was decided in favor of the Overman Company.

A Scotch divine was recently brought before a magistrate charged with trespassing on the footpath with his tricycle. In answer to a question—why he had gone on the path—the reverend gentleman replied, "I am paid, your honor, for trying to persuade others to shun the broad road, and why not practice what I preach?"

# NOTICE!

IN THE LATE COMPETITION AT THE LONDON AQUARIUM BY OTHER MAKES OF SMALL WHEELS, (THE KANGAROO NOT TAKING PART,) THE BEST TIME FOR 100 MILES,—AND THIS, TOO, ON A BOARDED, PREPARED TRACK,—WAS 7 HOURS 25 MINUTES; THUS NOT EQUALING THE KANGAROO'S RECORD ON A TURNPIKE ROAD (7 HOURS, 11 MIN. 10 SEC.)!

WILLIAM READ & SONS,

SOLE BOSTON AGENTS,

107 WASHINGTON STREET, BOSTON.

# Sale and Exchange.

We have opened a department of sale and exchange for the convenience of our readers, in which their wants may be made known at a trifling expense. It often occurs that a wheelman wishes to exchange or sell his machine, or a new-comer wishes to purchase a second-hand wheel. This department will offer the desired facilities. The charge will be one cent per word, each insertion, cash with the order. Initials and abbreviations count as words. Remember, it will only cost you 32 cents for 32 words, and such an announcement will be read by 10,000 wheelmen.

WANTED—A second-hand 52-inch Expert Columbia. F. R. SAMMIS, BRIDGEPORT, CT.

FOR SALE-54-inch Expert; full nickeled; new. Bargain. DUSENBURY, 20 Murray st., N. Y. CITY.

52-INCH SPECIAL SANSPAREII. BICYCLE for sale. Cash or easy terms. Full pickeled, ball pedals, r885 pattern. THE WHEEL, Box 444, New York.

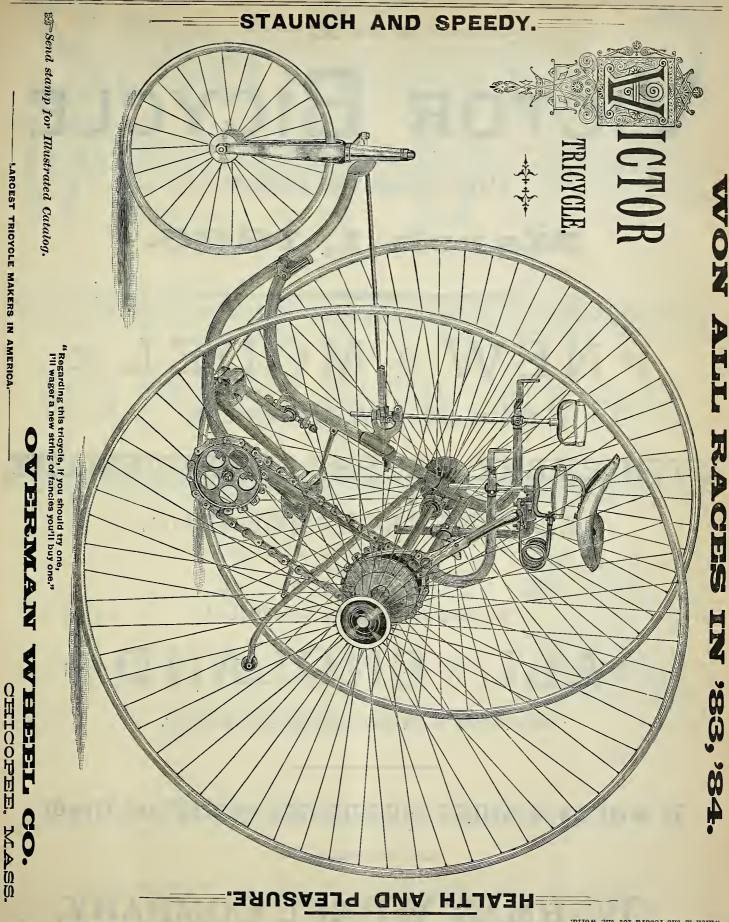
WANTED—The Business Card of every Agent or Dealer in Bicycles and Sundries in America. BULL & HAYNES, 587 and 589 Main Street, BUFFALO, N. Y.

BICYCLES FOR SALE CHEAP.—50-inch and 53-inch British Challenge, with all latest improvements of 1884; backbone, forks and felloes Harrington enameled, other parts nickeled; Æolus ball pedals; Hancock non-slipping tires; used but one month; A r condition. Price, \$115 each, f.o.b. (dealer's price, \$153). Also, M. I. P. Bags, King of the Road Lamps, Bells, etc., at 35 per cent. off list prices.

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It will be a LIGHT ROADSTER of Highest Grade.

OVERMAN WHEEL COMPANY, CHICOPEE, MASS.

# RIP OF FILE LARP'S A JOURDAL OF CYCLING.

Vol. II.—No. 10.

SPRINGFIELD, MASS., FEBRUARY, 1885.

Price 5 Cents.

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THE

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OF GREAT BRITAIN

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"Tried your Saddle on my Star, and found it the easiest and most comfortable Saddle I have ever tried. The steel spring and suspension seat appear to take away all the jar of riding."—J. W. PARKER, BUFFALO, N.Y.

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The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

The new flat-scated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

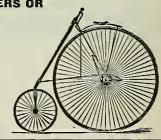
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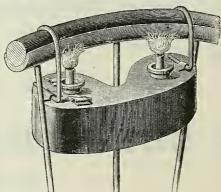


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# THE SPRINGFIELD

# WHEELMEN'S GAZETTE.

A JOURNAL OF CYCLING. PUBLISHED MONTHLY.

Vol. II.—No. 10.

SPRINGFIELD, MASS., FEBRUARY, 1885.

PRICE 5 CENTS.

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HENRY E. DUCKER, - - - Editor and Manager.
CHAS. A. FISK, - - - Treasurer.

Communications must be in not later than the 20th of each month, to secure publication for the following month.

Address all Communications to The Springfield Wheel-MEN'S GAZETTE. Make Checks and Money Orders payable to Chas. A. Fisk, Treasurer.

Entered at the Post-Office, Springfield, Mass., as Secondclass Matter.

### A CYCLING CIRCUIT.

Spring with all of its glory will soon be with us, and with the blossoming of the trees and the advent of our well known and much admired friend, Robin Redbreast, we get out our wheel for its annual spring cleaning and repairs. The wheelman will soon be out, speeding his way through the quiet nooks and shady dells of the country, in search of some dainty arbutus. Our racing friend will set aside the dumb bells and gymnasium practice for his daily walk and out-door exercise, preparatory to his trial for glory on the narrow but circular path, beginning nowhere and ending the same; but on certain festive occasions a white tape is drawn across the circular path, and then the path has a beginning and ending; it is then that the athlete who has devoted his winter to getting into proper form, tries to excel his brethren, not so much for gain, as for honor and glory.

Regarding our amateurs a great deal has been said, pro and con, to which, perhaps, we had better not try to add to or take away from; but it is on the other side of which we wish to speak, viz.: The holding of tournaments. We would suggest a cycling circuit to be composed of a number of our leading clubs, and to bring all of the prominent meetings close to each other, so that our racing men could devote a month or six weeks' time. The minor meetings could be held at any time, and not conflict with the larger meetings. The circuit managers could hold a meeting at some central spot, arrange a schedule of prizes, contract for general advertising and getting up special bills, and arrange the whole on a systematic plan, which could not prove otherwise than advantageous. The meetings could begin, say, at Chicago, the first week in August; Cleveland the second week, Albany the third week, New Haven fourth week, Hartford first week in September, Springfield second week, Boston third week, Philadelphia fourth week, making a two months' circuit, and no traveling back and forth by our racing men, but all in one straight line. By this method a general interest would be created in cycling, and the daily press would devote more or less space to its doings, all of which must redound to the advantage of cycling as a sport, pleasure, and a practical means of locomotion.

### TO BE PRINTED AT SPRINGFIELD.

Those of our readers who are subscribers or intending purchasers of "Ten Thousand Miles on a Bicycle," will certainly be pleased to have us announce that Karl Kron's contract for manufacturing the book has been awarded to the Springfield Printing Company, and that the electrotype plates for the same will be made from the identical clear-cut brevier type, whose handsome appearance is so familiar to them in the pages of the GAZETTE. This type was bought specially for our paper; and - having been reserved entirely for the making of plates, and never put to actual wear upon the printing press - its sharpness of outline remains the same as when new. A handsome and accurate typography is thus ensured for "the great American road-book" by this fortunate selection of printers; and the size of sheet that has been determined upon will admit about 570 words to the page.

As we have mentioned this contract we may as well say that all the liberal advertisement which the GAZETTE has been giving, and intends hereafter to give, to the road-book scheme, is a thing quite independent of the contract. Before we began recommending the scheme to wheelmen, in our first issue of last spring, we had been definitely assured by Mr. Kron that, "in spite of his having had satisfactory business relations with our establishment for many years, he should give the book-contract to New York printers, in order to keep it under his immediate personal supervision and to avoid the intolerable annoyance of correcting proofs sent by mail from another city." We are glad that he has changed his mind; and we shall take a direct personal pride in ensuring the typographical excellence of his book,-if for no other reason than because it will announce to wheelmen the elegant typography which characterizes the GAZETTE.

Nevertheless, if the author's first determination had been adhered to, and the printing contract awarded in his own city, the GAZETTE would continue to support "X. M. Miles on a Bi" just as heartily as it now proposes to support it,-just as heartily as it has supported it during all the months when the contract seemed destined to go elsewhere. We have recognized, from the outset, that the success of this elaborately-planned "colossus of roads, guide to active club membership, and directory of hotels" would necessarily give a great boom to American cycling; and that the GAZETTE, and the annual tournament of the Springfield Bicycle Club, must reap their proportionate share of the benefit therefrom. Hence, as a mere matter of "intelligent selfishness" we have pushed the scheme with all our power; and hence (without pretending to deny a friendly interest therein) we will lay claim to no higher inspiration than "intelligent selfishness" in once more recommending our readers to help close up the gap of 600 names now lacking in Kron's projected "list of 3,000 immortals."

### L. A. W. MEET.

We shall soon arrive at the time when the officers of the League will have this problem to solve: "When and where shall we hold our next meet?" That upon the wisdom of the selection will greatly depend the success of the meet cannot be denied, and the first question of importance to arrive at is the time of holding the said meeting. No better time, to our mind, can be set than May 29 and 30 or thereabouts. It is then the wheelman, who has been penned up for months, is ready for a journey. It is in the spring-time that wheelmen can get the full enjoyment of outdoors,-neither too hot nor too cold, but just right. A journey in May is always enjoyable. Thus we have the weather in our favor. The theory advanced to hold the meeting July 3 and 4 should be dismissed at once. It has no arguments in its favor save one, i.e., the accommodation of the "Big Four"; otherwise everything is against it. The weather is too warm for comfort, and wheelmen could not be induced to parade. Traveling in cars to place of meeting would be irksome, no enjoyment of the wheel could be indulged in on account of the heat, and the number of wheelmen would be small who would leave home on the great national holiday. We have had experience in handling meetings on the Fourth of July, and while we have always found the populace ready to turn out in large numbers, we never could induce persons from a distance to visit us. Nearly every city or town has a celebration of some kind on that day, and the event being of a local nature, wheelmen as well as others will stay at home. Should the League be induced to hold its meeting on the 4th day of July, at any of the places named, the meeting will be characterized by an attendance of less than 400 members, which would be a deplorable outlook for the cycling year of 1885.

Buffalo of all the places named so far has the advantage, and, as we speak from experience, we can say that Buffalo wheelmen are of the most hospitable character, and would entertain the League in a princely manner. Good hotels, fine roads, pleasant runs, etc., the wheelman will find in abundance at Buffalo, and we would respectfully submit that the next meet be held at Buffalo, May 29 and 30, and we feel sure that the meet would prove advantageous to the L. A. W. and to wheelmen in general.

The Springfield tournament has been over and past for nearly four months, and yet we are reading in portions of the cycling press, "Springfield hired amateurs," "paid managers," etc. It is about time this silly talk was dropped, or else let some one come out and name the charges and who has paid the money, for we consider the expressions referred to a slur upon and insult to the wheelmen who participated in the races here, and as contemptible, mean, and cowardly, and up to the present time unworthy of notice. They are usu-

ally written under a nom de plume, which shows the cowardice of the writers. We now challenge any one of the writers to name a single instance in which Springfield has paid or offered any extra inducements to amateurs to compete at Springfield other than was advertised in all of the leading cycle papers. The reputation of the Springfield Club is such that it is not necessary to resort to any underhand means to insure the attendance of the leading racing men at its meetings. In behalf of the wheelmen we simply ask that justice be accorded them. "Fiat Justitia, rnat calum."

In common with all true Americans and members of the League of American Wheelmen, we do earnestly protest against any scheme which has for its object the defrauding the United States Government or the evasion of its laws, whether it is for the interest of the L. A. W. or not, and it is with regret that we see one of our officers, and the editor of the official gazette, make an announcement in the columns of that paper, in its issue of January 8, to the effect that,—

As to the suggestion that "a scheme can be devised whereby we can overcome the postage difficulty," we wish to say that we believe that such a scheme has been devised. We will not make it public just now as it would only lead some of our cycling contemporaries to vain attempts to plan means to overcome it.

The same statement was made in public at Washington last May, and by the author of the above, who afterwards found out that it was no easy matter to evade the laws of the United States Government.

We have no wish to deter the L. A. W. from publishing its own paper, and, furthermore, we do not wish to see an organization of the size and respectability of the League attempt, even in a feeble way, to evade the laws of our country. It is not a wise movement and should not meet with the approval of enough wheelmen to give it the semblance of life. Should it survive its birth, we join hands with those who believe that the "good die young," with the hope that this illegitimate offspring may follow the good and be spared the disgrace that would be sure to follow its maturity.

## FROM OUR BRITISH CORRESPONDENT.

Christmastide being past, we are now looking forward to another season; the New Year denoting the actual mid-winter period, very fairly, with us. Of "seasonable" weather we have had none. Save one solitary fall of snow in November, Londoners have not seen their native earth enveloped in the traditional white mantle of winter. December was a "muggy" month, with excessively heavy roads, but after Christmas day we had a spell of fine dry weather, with cold north winds, which made us expect snow, instead of which nothing came but steady breezes, which dried up the road surfaces and gave us gloriously hard and smooth running clear away for a fortnight. Now, alas! the rain is descending pitilessly, and January threatens to deluge us as a sort of meteorological black-draught and blue-pill to follow the pleasant Christmas fare.

Since the date of my last letter, the all-absorbing topic of conversation, in wheelmen's circles, has been the questionable authenticity of the long-distance records claimed by Webb and Nixon for their Land's End to John O'Groat's journeys, and by Sutton for his London to Edinburgh ride. Webb is accused of taking the train from Abington to Edinburgh; and Sutton is accused of resort-

ing to the rail at more points than one, and of falsifying the details on post-cards en route. Nixon is not distinctly accused of anything; but only challenged to submit the proofs of his ride to public examination, which he refuses to do unless asked direct by the National Cyclists Union. Webb and Sutton have willingly submitted all details to examination, and the Edinburgh Local Center of the Union has given a decision averse to Webb's claim; but the London Scottish Bicycle Club has investigated Sutton's proofs and brought up such evidence as bids fair, as far as it at present goes, to substantiate the genuineness of Sutton's journey. Both these cases are still in abeyance at the time I write. Nixon has taken a rather peculiar course which does not commend itself to the public opinion, since it is unusual for the Union to spontaneously challenge road-records, although our legislative body is prepared to investigate cases which are brought before it; and although Nixon's case may be perfectly honest the general view taken of his conduct is that it is not straightforward.

Whilst these three long-distance tricycle riders are thus on trial to test their integrity, the cycling press is alive with righteous wrath at the flagrant absurdity of the post-card system of checking such journeys, and on all hands it is agreed that no more 24-hours or other road records can be accepted unless substantiated by some more reliable evidence than the mere word of the rider and mailing of cards.

Adams's journey to John O'Groat's, on the Facile, and Lennox's subsequent beating of that record on an ordinary bicycle, seem to have escaped the epidemic of incredulity; and Adams's ride of 266 miles in a day has been pretty fairly substantiated, the doubts as to distances from point to point being satisfactorily laid at rest.

Of actual riding done during the past few weeks, the only noteworthy event was the race on safety bicycles at the Westminster Aquarium. the celebrated 100-mile race on Kangaroo safety bicycles, the demand for this class of machine,having small driving-wheels geared up by means of cog-wheels and chains, so arranged as to place the rider's feet close to the ground, - appears to have made a gigantic bound, and numerous makers of cycles have brought out more or less close imitations of the Kangaroo. That some riders, exceptionally strong in the hands, arms and shoulder muscles, can make these little bicycles go fast, is evidenced by Smith's performance in the Kangaroo race; but for ordinary men, even though thoroughly accustomed to the high bicycle or the tricycle, the excessive vibration and strain on the arms which these small bicycles entail is insufferable, and I anticipate a very short life for the so-called "safety" bicycle boom, the machines being less safe, and infinitely less comfortable. than tricycles. Nevertheless, just now there is a run on the type under notice, and the Westminster Aquarium management found out the fact, and determined to use the craze for purposes of profit. A six-days' walking race had been held at the Aquarium during November, on a built-up trestletrack, ten laps to the mile, about ten feet above the ground-floor level, and consequently the same distance below the gallery-level. For a walkingrace, this was endurable enough, but for ordinary bicycle racing it would obviously have been impracticable, the width on the straight being about six feet. The idea that small "safety" bicycles could race round the construction - which re-

sembled a wooden aqueduct more than anything else - without danger, was ridiculed by those who had seen the track; but, notwithstanding the risk, some ten professionals actually started for a 48hours' race. By forty-eight hours it must not be supposed that two consecutive days were meant: that would have spoiled the gate-money receipts. The forty-eight hours were ingeniously spread over six days, three hours being devoted to the race in the forenoon and five hours in the evening of each day. The result more than justified the prognostications of those who had uttered warnings against the dangerous exhibition. Most of the starters fell within the first hour, and throughout the week collisions and headers were of such frequency that the place received the nickname of "The Cropperies." It was a miserable exhibition altogether, the distance covered by the winner-630 miles - being a very poor record for a covered board track. We have plenty of amateur riders of bicycles and tricycles who could do a better performance on the road under similar conditions as to hours of riding and resting.

The half-yearly general meeting of the Cyclists' Touring Club was held December 13, in London, about four hundred members - including eight ladies - being present. Intense interest was manifested in the proceedings, especially with regard to one motion brought forward by Mr. J. B. Marsh. This tricyclist had been publishing a series of articles, in several of our weeklies simultaneously, signed "Anti-Humbug," fiercely attacking the ways and means pursued by the Council, and animadverting most strongly upon the Secretary. A very animated discussion took place upon the motion to form an Executive, possessing autocratic powers of governing the club, to sit perpetually in London; and in the result Mr. Marsh was defeated overwhelmingly, only some six or seven persons voting with him. The only other business of note consisted of a republican scorn for aristocratic patronage being evinced, and the system of Chief-Consular districts being revised so as to relieve those officers whose districts are too large for them to manage.

In the near future, we are anticipating the "Stanley Show," which is to be held at the end of this month and the beginning of February, despite the opposition of a powerful clique of former exhibitors. A mutual agreement not to exhibit at any show in London during 1885 was signed by a formidable array of the leading firms, but the Stanley Cycling Club has already let all its space to other makers and agents, and has taken means to secure standard patterns of the absent firms' manufacture being also on view, so that it looks as though the malcontents will be left out in the cold with a vengeance. The annual exhibition is far too popular among riders for it to be possible for the trade to "boycot" it. Lack of suitable accommodation has this year led the Club to take a novel move, and, instead of hiring some known hall, the Stanleyites have contracted for the erection of a wood-iron-and-canvas building on a piece of land abutting on the Thames Embankment, so that centrality is secured. John Keen is also engaged to perform on a newly-introduced water-bicycle, on the river opposite the building; which latter, by the way, is to be christened "The Wheeleries."

Annual balls are out of fashion this winter, very few being held. Cyclists find that a long night of dancing results in so much subsequent unpleasantness, to men of business, that the "Cinderella

dance," beginning at seven or eight and terminating before midnight, is much more popular, every cycling club of note organizing at least one such gathering, some enthusiastic waltzomaniacs even going to the length of weekly Cinderellas.

Annual dinners, too, are becoming less and less numerous. Several of the clubs who have not altogether given up the annual dinner have compromised the matter by dining "in camera"; that is to say, they make private and unostentatious reunions of what used to be stiff and formal speechifying-dinners.

I notice in the December GAZETTE you gave a journey of one hundred and thirteen miles as the best on record for a lady tricyclist. You have overlooked the fact that Mrs. Allen, of Birmingham, rode one hundred and fifty-two miles within twenty-four hours, on a single tricycle, during the summer of 1883; this is the record, and is likely to remain so for some time, very few of our ladies seeming to appreciate the delights of "scorching."

Another error in regard to a record I observe in your Bicycling World. The sociable records for one mile and two miles are, in reality, held by Wilson & Pallin. By referring to my first letter to you, the Bicycling World will see an accurate description of the race in which the records were made. The papers which gave Corsellis and Webb as leaders at the mile were in error, as was pointed out in The Tricyclist at the time.

Yet a third American paper claims my attention. This has been sent by mail to some of our manufacturers and dealers, postage unpaid, with grandiloquent announcements as to the —— 's preeminent value as an advertising medium. In the specimen copy which one of the recipients showed me there were some verses, vaguely relating to cycling, couched in language which would not be tolerated in this country. I almost hesitate to quote the word here, but I am told that a certain class of Americans credit Britishers with a fondness for the word "bloody." In our journals, it would invariably be excised editorially, even if quoted from another publication, and no Britishere above the lowest of street-loafers ever uses the term.

Mr. Corey's narration of his impressions whilst in our country has been eagerly read here, and been voted very interesting. It is a pity, I think, that your countryman did not spend more time in the Metropolis, instead of vegetating in the eminently dull town of Coventry; had he made himself known here he would have been warmly welcomed by our clubmen, and would have carried back with him pleasanter impressions of London cyclists.

The members of your Nemo Cycling Club must be phenomenally æsthetic, to allow the peculiar appearance of tandem tricycles to prejudice them so radically in favor of sociables. Tandems increase and multiply in such rapid proportions now, that a sociable is becoming almost as much of a rarity in proportion as the tandem was three years ago. We are promised some improved patterns at the forthcoming exhibition, and with defects removed and virtues improved the charms of easy-riding on tandems cannot fail to eclipse the feeling of dignified but laborious crawling on sociables.

Our Union will shortly promulgate a new code of racing rules, upon the compilation of which the executive officers have been engaged for some months. Time-keeping is one of the matters that will be dealt with, and it is hoped that our somewhat slipshod method of procedure will in future be reformed.

The Tricycle Union has made its last kick, and is now "indisputably very dead." "The Society of Cyclists," which was to have been reared on its skeleton has made no sign of life as yet.

The mutual-recrimination style of cycling journalism holds sway to a terrific extent just now. Wheeling slangs The Cyclist, Wheel Life sardonically quotes the lapses contained in Wheeling, the editors and contributors slate each other to a lively tune all round, and things generally hum in a fashion that must be very merry for those who like this sort of thing, but is rather depressing for cyclists who want cycling information.

The Christmas numbers will, perhaps, have reached you ere now, and of their merits you will be able to speak independently. Wheeling's Annual consists very largely of reprint, some acknowledged and some not; and its original matter is mostly of a kind interesting only to the novice who has not perused cycling literature before. The Cyclist people have struck out an original line in Our Camp, which is a connected narrative burlesquing all the prominent cycling events of the time. The former book is considered "a frost" here, and old stagers won't read it. The latter is just the reflex of the age, and, while being a trifle over the heads of the novices, is dear to the hearts of those who are in the swim of cycling matters; in America, your readers will have to be satisfied without appreciating a great deal of its covert humor, although most of the fun can be seen on the surface, and the occasion for the satires can be easily imagined.

The postal officials at your end require some vigorous waking-up, I think. The GAZETTE for December was not delivered until Boxing Day at the abode of WAVERLEY.

# STEEL HORSE STATESMANSHIP.

Noticing that the editorial overture of the January number of the GAZETTE discusses the correspondence of Dr. Strahan in the London Lancet, I beg leave to banish forever the dread suspense of breathlessly waiting cyclers, by contributing a few rectangular chunks of experiencebegotten wisdom bearing on the physical and economic advantages and disadvantages of cycling. The retiring modesty of unenlightened bachelorhood renders it inexpedient for me to essay a learned exposition touching upon the telling, overshadowing testimony of the Massachusetts Benedict mentioned as being "doubly blessed" by eighteen months' wheeling; nevertheless, as Dr. Strahan appears to have been building principally on the unsatisfactory foundation of theoretical conclusions, one can at least "sass back" with the same weapons, even concerning the pith and point of the subject; and after my three months' straight-away wheeling from San Francisco to Boston, I unhesitatingly take sides with Dr. Reilly and the editorial conclusions of the Lancet; notwithstanding I rode perhaps an aggregate of 500 miles where the steel-horse "jumped stiff-legged" over decidedly unsandpapered roads.

Whilst ruminating on these matters, it might not be injudicious to likewise consider cycling exercise in its bearing upon the equally important subject of national economy. Luckily I can throw off all reserve, and scatter wads of enlightenment broadcast on this latter subject,

based upon the more satisfactory foundation of personal experience. Whilst wheeling through the predominantly agricultural State of Iowa, I remember conversing with a farmer concerning the disposition of the State's surplus agricultural products; the farmer was lamenting the insufficiency of home markets to absorb the supply and assure satisfactory prices, and I straightway advised him that the quickest and most positively certain way to create a home market for everything the western farmers could produce, was to build good roads and thereby encourage cycling. This nationally important advice was given conscientiously, being based upon the recently acquired knowledge, that three weeks' continuous cycling invariably doubles a person's absorptive capacity, and converts his internal departments into a howling wilderness of gnawing g-need-echo: indeed. I have dim, shadowy recollections of being an individual of becoming abstemiousness the day I left San Francisco to its own resources; three weeks afterwards, whilst crossing the Salt Lake mud-flats, the chance circumstance that favored me with two separate and distinct suppers within two hours is vividly portrayed among the incidental recollections of the tour, as a red-letter occasion, exceedingly gratifying. If continuous cycling doubles one's absorptive capacity every three weeks, the road supervisors and produce producers of agriculturaldom can figure out for their own edification, that, by constructing an extensive system of sandpapered highways throughout the length and breadth of the country, the great question of home consumption would be satisfactorily solved in a few short months by the 40,000 wheelmen already mounted in this country; saying nothing of the wide safety-margin of probability overlapping their side of the question by the multitudes that would be speedily recruited by the improved highways. A persistent cycling tourist, whose gastronomic performances cause a drain on his resources of \$10 weekly for the first three weeks, would doubtless begin to feel rather financially uneasy at finding a leakage in his small change of nearly \$500 a week for plain substantial eatables, towards the end of a year, with every succeeding day increasing the responsibility; and probably an occasional wheelman of meditative mood and financial timidity would quietly drop out of the ranks; but that a brilliant future awaits the agricultural States by immediately acting on this wisdom-permeated suggestion, is plainly undeniable-echo: deniable. THOS. STEVENS.

## WHEEL WISHES.

That the coming year may be a happy one for every wheelman.

That there may be no more disputes about track measurements.

That the League may find its proper sphere of action, and fill the place that belongs to it in this country.

That America may keep her present records and win many more.

That Buffalo, Springfield, Memphis, and all the other large meets may fully realize the expectations of their promoters.

That Corey, Classin, Ahel, and other good racers in temporary retirement may again be seen on the

That twenty miles within the hour may be made in this country.

That there may be a unity of action between the cycling and the sporting world .- Boston Herald.

### AN INTERESTING EVENT.

THE SMALLEST TRICYCLISTS IN THE WORLD.

A short time ago an interesting event took place in Coventry, by which the smallest people in the world became tricyclists. We refer to the Midgets, who have, during the past week, been visiting the "city of the three spires." During their stay, it occurred to some one that it would be a happy idea to make a tricycle especially for them, and the suggestion having been made was readily taken up by D. Rudge & Co., and on Monday Mr. Phillips, the manager, put the matter in hand, and on Friday morning a little sociable was completed, and in the evening presented to the tiny people.

The machine is a miniature of the "Coventry Convertible," without, however, the hinge joint in

the model, which, of course, would not be needed, as it would only be used on a boarded floor or stage. As the other part had to be made specially, the four days which it occupied were none too long, and an immense amount of trouble must have been spent upon it. The driving wheels measured 20 inches. and the steering wheels 8 inches. Both wheels, cranks and pedals are fitted with ball bearings, and the machine is as complete and perfect as possible, the only parts used of the same size as in ordinary machines being the chains (Morgan's patent) and chain wheels, there having been no time to get them specially made. This naturally made the machine rather heavier than it would be otherwise, and it scales 25 lbs., but taken altogether it is a wonderful little model, and is, we may safely say, the smallest ridable tricycle in the world. To those who are interested in the question, saddles versus seats. we may remark that both sides are fitted with saddles, these being made promptly by Messrs. Brooks & Co.

The machine was exhibited in a local shop window during the day, and attracted considerable attention, and in the evening it was presented to the little people by Mr. Baker, on behalf of the Rudge Company. They seemed pleased with the idea, and for

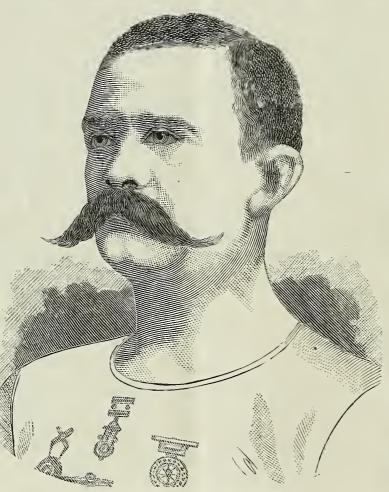
the first time managed the machine very well, their appearance on wheels being greeted with great shouts of applause from the public present. The following day they had some practice with it in the morning, and in the evening were able to manage it quite nicely. Let us hope that these tiny tricyclists will be the means of introducing wheels into parts of the world and places where they have been hitherto looked upon askance or are almost unknown.—Cyclist.

A novel feature at a recent cycling tournament at Melbourne, Australia, was the offering of a special prize to the wheelman appearing in the most ridiculous costume. We know of a wheelman residing in Ohio who will take first prize every time.

### ASA DOLPH.

The subject of our annexed sketch was born February 13, 1854, and is consequently just about thirty-one years of age, a trifle older than the majority of racers we have hitherto presented to the readers of the GAZETTE, but still enjoying the advantages of an age when man's best work may be done, a task Mr. Dolph will attempt to accomplish the coming season. As a Dolph is a resident of New London, Ohio, and on his shoulders rest the responsibilities of the captainship of the resident club, one of Ohio's crack bicycle organizations.

His height of five feet eight inches rather precludes his riding a 54-inch Rudge, which, nevertheless, is the size of his racing machine; and by clever management he reduces his regular weight



ASA DOLPH-THE NEW LONDON (OHIO) FLIER.

of one hundred and sixty-five pounds some fifteen pounds — making his weight when in trim one hundred and fifty pounds.

To Asa Dolph belongs the credit of forcing Sanders Sellcrs at Hartford to the famous record of 2.39. His mode of racing compares favorably with that of the famous English racer, R. H. English, who firmly believes in going from start to finish. Mr. Dolph is confident of beating 2.39 this season, and it can be safely said of him that had he been in the best of health at the last tournament of the Springfield Club, we should have had a record of less than 2.39 to our credit. Mr. Dolph's present record is 2.40 1-2. To the winner of many events the past season, including the championship of Ohio, we predict a brilliant future.

### THE BIG FOUR BICYCLE TOUR.

A meeting of the managers of the Big Four Bicycle Tour was held at the Genesee Hotel, Buffalo, on the eighteenth instant to perfect organization, elect officers, and settle upon the route. The following were elected: B. B. Ayers, Chicago, manager; Fred G. Bourne, New York, commander; Frank H. Taylor, Philadelphia, commodore; Fred Jenkins, New York, general agent; H. F. Fuller, Chicago, secretary; J. P. Maynard, Chicago, quartermaster; Geo. R. Bidwell, New York, captain New York division; W. G. E. Peirce, Chicago, captain Chicago division; E. G. Whitney, Boston, captain Boston division; W. S. Bull, Buffalo, captain Buffalo division; Geo. H. Orr, Toronto, Canadian convoy; J. W. Clute,

Schenectady, Mohawk Valley convoy; H. R. Bryan, Hudson, N. Y., Hudson River convoy. The route selected is as follows: Leave Buffalo July 6, wheeling to Lockport, N. Y., for dinner; thence to Medina, N. Y., for the night. Next day through Albion to Rochester. Next day, wheel down the Genesee river to Charlotte, thence by steamer across Lake Ontario, to Cobourg, Ont. Next day wheel along the north shore of Lake Ontario to Belleville one night, and to Kingston by the next evening. Thence the party will take steamer to the Thousand Islands, spending three days among the islands in canoeing, sailing, steam-boating and fishing per programme arranged, under guidance of Commodore Taylor. From the Thousand Islands the party will take the evening train for Amsterdam, N. Y., thence wheeling down the Mohawk valley to Albany, N. Y. From Albany wheel first day to Catskill, and next day to Poughkeepsie, along bank of the Hudson river. Afternoon boat will be taken from Poughkeepsie down the Hudson to West Point for the night. Next morning's boat will convey the party to Tarrytown, from which point New York City will be made before noon, on bicycle. Elaborate arrangements are made for enjoyment all along the route. Hops, recep-

tions, canoeing, and bicycling will furnish the elements for a grand two weeks' sport. A full illustrated circular is now being prepared. Arrangements for one hundred tourists will be made. For information connected with the tour, address the manager, 56 Kinzie St., Chicago.

The following description of an entrance to an English club house is thus given in the *Cyclist*: "The method of entrance into the club house is thus:—'Through a gate into a field belonging to the Board of Guardians, through another gate, a private garden (which has been much tampered with lately), over a fence, through a hole in some railings, and then into the house either by the window or the door.'"

# BARGAINS IN BICYCLES

As we have given up the agency of Messrs. SINGER & CO. of COVENTRY, ENGLAND, intending to devote all our time and energy to the sale of Messrs. D. RUDGE & CO.'S Celebrated Bicycles and Tricycles, we have made arrangements with our licensers to place the few remaining British Challenge Bicycles we have in stock on the market at a reduction of \$10 from the list price. These are all perfectly new, of the very latest pattern, and are finished either in Harrington's Enamel or Nickel.

Riders intending to purchase new machines in the spring cannot do better than to take advantage of this unusual offer, as our stock is limited.

FOR CATALOGUE.



FOR CATALOGUE.

NEW PRICE, 50-INCH, ENAMELED AND NICKELED, COMPLETE, \$126.50.

When Money is sent in advance, the Freight will be prepaid by us.

Machines can be sent C. O. D., but orders must be accompanied by enough money to pay express charges both ways. In case the goods are not accepted from any fault on our part, the money will be returned.

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# SINCER'S FRICYCLES

Are Entirely Remodeled for 1885, and include among no less than

# THIRTY-FIVE DISTINCT PATTERNS

Bicycles and Tricycles specially adapted for AMERICAN RIDERS.

# SINGER'S "BRITISH CHALLENGE."

The Finest Roadster Known. Contains Important Alterations for 1885.

# SINGER'S "APOLLO" BICYCLE.

A Really Strong Light Roadster. (54-inch, 33 pounds, Complete.) Entirely New.

Fitted with New Patent Tangent or Direct Spoked Wheels.

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A Really SAFE Geared-Up Bicycle.

Do not be misled by assertions as to the safety of certain Bicycles which are MERELY SMALL!

# SINGER'S "CHALLENGE" RACER.

ENTIRELY NEW. THE FINEST RACING BICYCLE MADE.

# 24 Distinct Patterns of SINGER'S TRICYCLES for 1885

N. B. --- We have found it necessary to entirely withdraw our Agency from Messrs. STODDARD, LOVERING & CO., our late Agents for the United States.

Arrangements for supply will shortly be announced.

Meanwhile, applications FOR LATEST PATTERNS must for the present be addressed ONLY to

# SINGER & CO., COVENTRY,

THE LARGEST CYCLE MANUFACTURERS IN

ENGLAND.

### MLLE. LOUISE ARMAINDO.

Mlle. Louise Armaindo was born at St. Anne, near Montreal, Canada, Oct. 12, 1860, and is 5 feet 2 1-2 inches in height, and weighs 131 pounds. She first learned to ride the bicycle Oct. 20, 1881, and on Feb. 4, 1882, made her first appearance in a race against Rollinson at Louisville, Ky., distance twenty-five miles, receiving four miles handicap, and winning by a mile and a half; time, 1h. 38m. 30s. Feb. 25, at Cincinnati, O., she again

defeated Rollinson in a twenty-mile handicap with two miles start, making eighteen miles, while Rollinson rode nineteen; time 1h. 15m. 39s. She also defeated Rollinson at St. Louis, March 4, in a twenty - mile handicap, track seventeen laps to the mile; time th. 19m. 49s. March 9-14, at St. Louis, she commenced the feat of riding 600 miles in 72 hours, twelve hours each day, and was credited with riding 617 1-2 miles, at that time the best long - distance performance in America. At Toronto, Can., April 6, she defeated T. W. Eck in a ten-mile race, Eck stopping at seven miles; time 42m. 13s. Same place next day, she won a twenty-mile race, with one mile start, defeating Rollinson and Eck; time 1h. 21m. 4s. At Montreal, April 21, she won a ten-mile race; time 40m. 17s. April 23, same place, she won a hundred-mile race, defeating Eck and Rollinson; time 7h. 55m. At Boston, April 29, she defeated Ida Blackwell, fivemile race; time 19m. 50 1-8s. She was defeated by John S. Prince, at Boston, May 25, in a fifty-mile handicap, in which she was allowed five miles, Prince winning by thirty feet; time 3h. 12m. 38 1-2s. At Baltimore, June 12-17, six hours daily, she defeated W. J. Morgan by twenty-one miles, making 351 miles; track 14 7-8 laps to the mile. At Philadelphia, July 17,

she defeated Elsa Von
Blumen, in five two-mile heats; best time 7m. 38s.
At Coney Island, Aug. 5—10, she and Von Blumen were defeated in a thirty-six hour race, Mlle.
Armaindo making 236 1-2 miles in her eighteen hours. Same place, Aug. 18, she defeated Elsa Von Blumen by twelve miles in a fifty-mile race, making then the best outdoor record in America—3h. 31m. 14 1-2s. At the Polo Grounds, New York, Sept. 2, she was defeated by John S. Prince in a twenty-five mile handicap, receiving three miles

start; time 1h. 38m. 40s. Sept. 20, at Springfield, Mass., she won the ladies' race, riding against T. W. Eck, no lady competing with her; time 20m. 55 1-2s. She is said to have ridden sixty-seven miles in six hours at Norfolk, Va., on a track measuring twenty-six laps to the mile. At Cleveland, Ohio, Dec. 25, she rode a hundred miles against time on a track eighteen laps to the mile, stopping thirty minutes to supper; time 8h. 54m.

stopping thirty minutes to supper; time 8h. 54m. 10s. At Chicago, Jan. 1, 1883, she won a twenty-

MLLE. LOUISE ARMAINDO.

one mile race; time 1h. 39m. 24 1-2s. At Chicago, May 21—26, she was the winner of the first real long-distance race for the championship of America, defeating W. M. Woodside and W. J. Morgan, and making 843 miles 1 lap; the best long distance performance in America; Morgan, 820 miles 1 lap, and Woodside 723 miles 2 laps. She again defeated Woodside and Morgan in a 120-mile race at Janesville, Wis., riding forty miles each evening; track twenty-three laps to the

mile. She took the lead, and won by three laps, gaining one lap each night. At Milwaukee, Wis., June 18—23, she won a handicap race, three hours each day, receiving thirty miles start, Morgan twelve miles, Woodside being at scratch. Score: Armaindo, 294 miles 2 laps; Morgan, 285 miles 3 laps; Woodside, 277 miles 7 laps. At Milwaukee, June 28—30, two hours each evening—Morgan, five miles start, first, 103 miles 2 laps; Woodside, second, 102 miles 2 laps; Ar-

maindo, third, 101 miles 7 laps. At Chicago, July 3, she beat Miss Wallace of New York. This race was to have been twenty-four hours, twelve hours each day, but Miss Wallace quit after going 23 miles, when Louise had done 40 miles in the same time. July 4, at Chicago, she attempted to beat W. C. Young's record of 149 miles in twelve hours forty-five seconds, riding 149 1-2 miles in eleven hours fifty-five minutes.

The lady's most remarkable performance was in the twenty-six hour race at the Mechanics' Pavilion, San Francisco, with John S. Prince, H. W. Higham, T. W. Eck, Charles Hull, and Frank Hart, when she succeeded in breaking the twentysix hour record, making 268 miles, and taking third place. In the great Horse vs. Bicycle contest, same building, John S. Prince as partner, they succeeded in beating Charles Anderson, the champion equestrian of the world, and his fifteen running horses, making 1,073 miles, twelve hours per day, relieving each other every hour. Many other exhibition races have also been given by the lady, and her pluck and endurance are well known. Miss Armaindo rides a Royal Mail racing wheel, weighing 22 pounds, full nickel plate. The probability is that Louise Armaindo has ridden more miles on a bicycle than any other person in America, hav-

ing taken part in nearly all the long distance races, against horses and men. Mlle. Armaindo assures the GAZETTE that she is riding faster than ever, and her wheel will illuminate the war path for some time to come.

E. R. Shipton has an elaborate article on "timing" in the *Cyclist* of December 24, in which he credits Americans with a more thorough system of timing than our English brethren.

### SPRINGFIELD BICYCLE CLUB.

ANNUAL REPORT OF THE SECRETARY FOR 1884.\*

Gentlemen of the Springfield Bicycle Club:—

The questions, "Of what ought the Secretary's report for the year to consist?" "What ground should it cover?" "What questions embrace?" and "What suggestions may it be within his jurisdiction to make?" have been of more or less uncertainty to the present incumbent, for, while there may be much to be said under each of the above heads, we would not overstep the boundary of good taste and give offense by tendering a report too full of suggestions, overrunning with criticisms, nor yet of so minute and dry detail as to be void of interest. We will therefore endeavor to strike the happy medium, criticising but a kindly amount, suggesting only what seems imperatively for the best, and outlining briefly as possible the events of the year just closed.

The close of '83 and beginning of '84 found us in a deplorable financial condition. Somewhat in arrears in our current expenses and struggling under a heavy debt, it seemed to those who looked soberly at the situation as if the club of whose achievements we had been justly proud would soon go to pieces. It was during this period of oppression in club affairs that the question of becoming incorporated was agitated. After some discussion it was voted to take the step, and with this end in view the seven corporators met, January 23, '84, to sign the necessary papers and elect their officers. The system was new, the situation demanded faithful service combined with hard work, and those chosen seemed to take hold with a will, determined that at the end of their year's labor they could look back upon a year of success. Any of the members present at all conversant with club affairs then and now can readily see how well the comparison of conditions bears the closest scrutiny. Our present system of placing the club's power and authority, and the management of club affairs with a board of five directors has stood the year's test, and it is safe to presume, most sincerely to be hoped, that no other year in our existence will bring any more severe. The inclination somewhat noticeable at first to grumble, when the members awoke to the fact that the directors were endowed with absolute power to control, has gradually and sensibly given way to a more satisfied and contented feeling, until the man who growls at club rule has become a rare exception.

The second event of note was the successful undertaking and carrying out of our annual ball, February 22. There is little need to refer to the event, for a simple turning back of the mind will recall how in the midst of a succession of stormy days the sun shone for our benefit; it was in fact a regular "Ducker day," and brought an assemblage to witness our exhibition and participate in our dancing, leaving in our coffers the handsome profit of a little over \$550. We ask the committee in charge of the next annual ball, now so near at hand, to give us no better weather, to furnish no better entertainment, to draw no larger crowd, but trust they will profit by the experience of last year on the programme question, providing something, which, though it may not be so elaborate and so valuable as a souvenir, yet may be more serviceable as a dancing card, and thereby spare a good deal of silent profanity. Or better yet if they will order a few hundred of last year's cards

\*Printed by vote of the Club.

struck off, the Secretary will furnish three hundred which members, after ordering, left on his hands, and will make no charge for one year's storage. In connection with our ball may be mentioned the termination of the Jenkins affair, which for months had been a subject of newspaper controversy, for at the spring meeting of the Board of Officers of the L. A. W. held in New York that day, Messrs. Ducker and Fennessy, who had been suspended at the instigation of Mr. Jenkins, were reinstated, and the bone-of-contention Jenkins, expelled.

Although not strictly a club affair we desire to make pleasant mention of the annual ball of the Greenfield Wheel Club, March 1, which some twenty-five of our members attended by special train in company with members from the Holyoke and Northampton Bicycle Clubs, as well as sundry individuals of the petticoat order who were seen to board the train at South Deerfield under escort of young men attired in the uniform of our own club.

In casting about for a third event of note we select the banquet given at Hotel Warwick, May 6. This departure was taken with a view of introducing a more social element into our somewhat monotonous life, and proved to be all that could be expected of such an occasion. The number of social fellows, guests included, who lined our mahogany, the pleasant-faced, banged-haired toastmaster who presided, and the loaded tables made the event one to be remembered. It is with pleasure we recall the toasts given after imbibing a proper quantity of those invigorating though not intoxicating beverages, water and coffee: we cannot forget. nor would we if we could, the vigorous style in which our staid and dignified Vice-President delivered his recitation, thereby causing many a surprised and questioning glance to be cast toward his corner of the dining hall.

The same month brought with it the longtalked-of and much-anticipated annual meet of the L. A. W. at Washington. This time and gathering had been looked forward to as the one when the wrongs received from the hands of Mr. Jenkins and his friends should be redressed by the League as a body; as the time when the mass of wheelmen comprising the League should endorse the action of their Board of Officers. This was done in a most gratifying manner; but in no other respect have we cause to thank the League, either for benefits received or courtesy shown. Even the attention due and usually shown to one of the oldest and strongest League clubs was in most instances withheld. The large delegation we brought, and the distance traveled were lost sight of entirely, and petty little discriminations between others and ourselves were made which only served to irritate instead of soothe the bitter feeling toward the League and some of its officials existing among us. The failure to place THE SPRINGFIELD WHEELMEN'S GAZETTE before that august assemblage as its official organ was but a drop in the bucket, and, while the present organ pales when compared to our own paper, we feel thankful that the League saw fit to disgrace itself by voting to leave the choice to a committee and that that committee further disgraced the League and itself by contracting for that farce of a paper ealled the Amateur Athlete. In some respects, however, the Washington trip was the most enjoyable event of the year. To those of us who had never been there, it was a rare treat. The courtesy extended by the Washington wheelmen was hearty in the extreme; quite a marked contrast to

the freezing demeanor of the N. Y. fraternity; the novelty of riding mile after mile on asphalt pavements, the public buildings, the well kept parks, and last, but far from least, the pretty girls, all gave an air of enchantment whose spell we were loath to break. The winning of the one-mile bicycle and tricycle races came as a matter of course to our champion, who bore his triumph modestly as ever. The opportunity to gaze upon the kind face and shake the hand of our nation's chief magistrate after a two hours' wait, during which time we studied the likeness of George Washington attired in the uniform of the New Haven Bicycle Club, was secured through the kindness of Congressman Rockwell. The trip to and from in company with our good friends, the New Haven boys, as well as the scenes enacted on the streets, in the hotel, and very possibly in other places, partook of a grand lark in which every man strove to outdo his neighbor in having a good, noisy time. If some of the squibs culled from the following numbers of the S. W. G. be true it may be well to keep an eye on the married men of the next delegation. Bear in mind the experiences of a longsuffering and much-abused secretary, who, on returning from caucuses and business meetings to his hotel, a little late perhaps, but unavoidably so, found a generous sprinkling of sugar and tacks in his bed, or a layer of cracked ice between the sheets, or a mixture of cracker crumbs and flour where he longed to lay his weary head. Gentlemen who intend attending the coming meet of the L. A. W., prepare yourselves for the occasion.

On our return from Washington we began to mature plans for the September tournament, a most promising field for work. The construction of a half-mile track on Hampden Park with a lease of the same for three years was satisfactorily accomplished; and, if the testimony of racing men may be regarded as reliable, we have to-day a track second to none. The weeks before the tournament were busy ones for those who ehose to make them so, and the excitement and worry, and anxiety all told in the grand result. Little need is there to recall the events of those four days, they are yet fresh in our memory. Suffice it to say that barring the one mar on our enjoyment, the defeat of the one to whom the eyes of all Springfield and vicinity were turned, nothing more could have been desired as a result.

From that time to the present we have been drifting with the tide and resting from our labors preparatory to entering upon the work which another spring will surely bring with it.

Some suggestions might well be offered that will bear careful thought, but our report has already occupied so much time that we will make mere mention of two or three which seem the more important.

Sufficient dissatisfaction with the quarters which we now occupy has arisen to warrant the appointing of a committee to look up the matter of renting new rooms or building a club house. What the report of that committee may recommend, we do not know. The building of a club house, while the rage among clubs just now, and a most desirable thing to accomplish if feasible, should be well considered before undertaking.

Some of the furniture in our present quarters notably the billiard tables—are in very bad repair, and need immediate attention.

The rental paid for Hampden Park last year will surely be duplicated the year to come. If we could rent or purchase a plot of ground located at

Brightwood or on the hill sufficiently large to allow the construction of a half-mile track and to accommodate a few thousand people, the present price demanded yearly for two or three days' rental of Hampden Park would in a short time pay for a park of our own, and make us independent of an association so arbitrary in its demands.

Club runs for two years past have been but a farce at the best, and it would seem better to discontinue them altogether than to be persistent in weak attempts.

And so with parades; should the falling off in our parade next summer be as marked as it was this year over last, and we see no reason to think otherwise, we should much prefer to see such empty shows done away with.

And so, gentlemen, closes the year '84,—with us it being the first of incorporation and the third of existence,—a year of creditable and well merited results, while before us lies '85, its possibilities just as great, its demands equal in every way to those of the four years gone by. Let us pause for a moment on the threshold of a new cycling year to indulge in a little pardonable self-congratulation, and then turn to the work before us with the determination that when the records of '85 be compared with those of former years and are weighed in the balance they be found not wanting.

Respectfully submitted.

SANFORD LAWTON, Secretary.

# Correspondence.

GALVESTON, TEXAS, Jan. 23, 1885.

Editor Springfield Wheelmen's Gazette:—

The professionals left Memphis, January 19. The party includes John S. Prince, the champion; W. M. Woodside, the record breaker; T. W. Eck, the old man; Mlle. Louise Armaindo, the bieyclienne; W. J. Morgan, the senator; and Brownson Wallace, Woodside's manager. The trip from Memphis to New Orleans was thoroughly enjoyed, notwithstanding the crowded condition of the cars. A day was spent in the Crescent City, and the party, with the exception of Woodside and Wallace, left there Wednesday night and arrived at the Beach Hotel here, on Thursday. Races will be given here, commencing February 3. Exhibitions will be given at Houston, Austin, and San Antonio, before leaving Texas. A full account of the entire trip in my next.

"SPOKES."

New York, Jan. 17, 1885.

Editor Springfield Wheelmen's Gazette:-

In your issue I notice in advertisement of Overman Wheel Company that the Victor tricycle won all races in '83 and '84. If my memory serves me right, yours truly won the 100-mile road race of the Boston Bicycle Club, October 4, on a Columbia tricycle two-speed or power gear. My wheel was geared to forty-five inches only, while my three competitors rode Victors, viz.: Burnham's geared to fifty-one, Wood's to fifty-one, and Dudley's to sixty. Not one of these contestants finished. Wood changed his tricycle at Beverly for a power gear. The writer met him six miles this side of turning point, making twelve miles between us at fifty-nine miles from the start. One word more in

regard to the power gear. I found it invaluable

in climbing hills, as it gave me a rest by reason

of its greater leverage and a less expenditure of

My actual riding time for the 100 miles and five miles over distance ridden was 10 1-2 hours. Had I been properly coached the whole distance, I honestly feel that I could have covered it in one hour less time.

In justice to the Pope Manufacturing Company please publish this and oblige,

Fraternally yours,

WILL R. PITMAN, Captain Ixion Bicycle Club.

NEWTON, Jan. 24, 1885.

Editor Spring field Wheelmen's Gazette:-

As the season of 1885 is soon to open for bicycling, and as some opinions have been already expressed as to the best bicycle, I wish, for the benefit of those intending to secure a new mount this year, to add my testimony and experience, which I have obtained only by constant riding and practice for my races. I will say that I own several different makes, and have ridden nearly all the prominent ones that are in the market, and I unhesitatingly decide in favor of the Royal Mail, and consider it the finest quality wheel which has yet been brought to this country, and far ahead of any other I know of, for perfect work, fittings and true running qualities. Its rigidity is very marked. I have never met its equal in this respect. After a deal of hard riding the last year, my wheel is as perfect as when first received and needs no repairs whatever. Its weight is 34 pounds. I can truly recommend it, and I have had a somewhat extended experience with most all makes for several years, having ridden last year over 3,000 miles. If my opinion is of any value, I am glad to record it, as I know choosing a wheel is a perplexing question, and I feel so truly a first-class machine as the Royal Mail ought to receive the acknowledgment of its worth where, as is the case, it has gained it so fairly. I am respectfully,

EDWARD P. BURNHAM.

MINNEAPOLIS, MINN., Dec. 31, 1884.

The Spring field Wheelmen's Gazette:-

Cycling matters in the "Flour City," or, as some call it, the "Sawdust City," have been rather quiet for some time back, but everything points to a boom of large dimensions the coming season.

The case of Mr. F. E. Read against one Willson, for deliberately running into the former while slowly riding his bicycle along one of our streets, has awakened quite an interest in the rights of bicycles. Through some mismanagement of the plaintiff's attorney, two horsemen were allowed to serve on the jury; as a consequence, the mighty twelve disagreed, and the case is not settled yet.

At the last regular meeting of the Citizens' Wheel Club, it was voted to hold a mid-winter tournament at the North Minneapolis skating rink, which has a floor 65x320 feet. Enough entries have already been made to assure a success. We have material here which is developing into something quite speedy. Should not be surprised if Minnesota figured in the Springfield tournament next year.

S. F. Heath & Co. will, in about two weeks, have in full working trim a bicycle riding rink, having secured Armory Hall, with its magnificent floor, which they will make their headquarters. Besides keeping a stock of rink machines, they will keep a full stock of first-class wheels, also boys' bicycles, tricycles, and velocipedes.

Will write you later of anything that may be of interest to your readers. X.

WEEDSPORT, N. Y., Jan. 27, 1885.

Editor Springfield Wheelmen's Gazette:—

The Weedsport Bicycle Club will hold a two days' tournament the 17th and 18th of next June. Preparations are already begun, for the club proposes to "take time by the forelock." Weedsport has every requirement for a first-class tournament. It is situated in Central New York, on the lines of the New York, West Shore & Buffalo R. R., the New York Central & Hudson River R. R., and the Southern Central R. R. It is an important railroad point, having about thirty passenger trains daily. Weedsport has excellent hotels, providing ample accommodations for wheelmen, and a very fast half-mile track for racing.

The Weedsport Bicycle Club was organized May 6, 1884, being at first known as the "Cayuga Bicycle Club." It is an enterprising and pushing body, and will leave no means untried to make the coming tournament a grand success.

A valuable array of prizes will be offered, such as will bring the crack racers together from all parts of the country. There will be class, time, and record races, races for tandems and races for tricycles. In short there will be chances for everybody, from the fastest to the slowest. Of course we cannot give full particulars at this writing, but there will be nine or ten events each day, none being of more than five miles.

Wheelmen are requested to send their addresses to Charles Townsend, Secretary, who will mail them full particulars as soon as ready. We are united in our purpose to make this the most successful tournament ever held in New York, and ask the hearty co-operation of the cycling fraternity to accomplish our aims.

Yours truly,

THE WEEDSPORT BICYCLE CLUB.

Christchurch, N. Z., Jan. 2, 1885.

Editor Spring field Wheelmen's Gazette:—
We are now in the midst of the wheel season.

It is surprising to notice the rapid growth of cycling in all parts of the Colony; there is no telling what it will grow to in a few years' time.

The annual race meeting of the Dunedin Cycling Club was held on December 13, in the presence of a considerable number of onlookers. The programme contained fifteen events. The whole of the races were well contested; the principal event, however, was the New Zealand Cyclists' Alliance five-mile championship. The following account of the race I take from the Otago Daily Times:—

### NEW ZEALAND CYCLISTS' ALLIANCE.

FIVE MILE CHAMPIONSHIP.
F. A. Cutten,
T. C. Fisher,
H. J. Jenkins,

The only other entry for this event was that of F. W. Holworthy, who, however, very wisely did not start. Cutten led at the start, but allowed Fisher to pass him and make the running. The three traveled in close company for the first mile, which was done in 3m. 32s. when Cutten resumed the lead. Here Jenkins began to tail off, and the two others had ridden half a lap away from him by the second mile (7m. 20s.). At two miles and a half Fisher again passed Cutten; and about this time Jenkins let himself out, and made a plucky effort to get upon terms with the others. By the third mile (11m. 13s.) he had reduced the gap considerably, and his spurt was warmly cheered. However, before the fourth mile he dropped back again, and his chance was evidently gone. In the 17th lap Cutten spurted past his antagonist again, but the latter stuck well to his work, and there were plainly two in the race until the very finish. Time for four miles, 14m. 57s. The final spurting was very good on both sides, but Cutten managed to hold his position and win by half a length, both lapping Jenkins in the last round. Fisher's riding showed a very rapid and decided improvement. The time for the five miles was 18m. 34 1-2s. The winner rode a fifty-eight inch machine, Fisher a fifty-six inch, and Jenkins a fifty-four inch.

The next principal race meeting will be the Interprovincial one to be held at Christchurch, on January 24, at which all the principal riders in the Colony are expected to compete. The programme comprises fourteen events and includes the New Zealand Cyclists' Alliance one-mile championship. An account of the meeting I will send in my next.

"PAKEHA."

### PRINCE VS. HOWELL.

MEMPHIS, TENN., Jan. 19, 1885.

Editor Spring field Wheelmen's Gazette:-

Your January number of the GAZETTE came to hand this morning, and among the thousand interesting things noticed by me in it, was another effusion from that alleged encyclopedia on bicycling, and racing in particular, viz.: Mr. H. D. Corey. Mr. Corey seems to have a mania to the effect that Mr. Richard Howell has been and is still being done a great injustice through my not giving him another race after his "Waterloo" by me in the mile at Springfield. My reasons have appeared in more than one paper, for not meeting Mr. Howell immediately after or during the last day of the Springfield races The first reason is this, \$60 is not enough money for me to run Mr. Howell a race (that being the amount Mr. Corey would have us race for, as Mr. Howell acknowledges in his letter); and the second and strongest reason is that, two weeks previous to the Springfield races, I raced twelve hours per day in Chicago, against Anderson and horses, in the open air, encountering a burning sun and stormy weather during the week, which completely unfitted me for short racing; all the requisite preparation I received was one week, which was not enough in my worn-out condition. On the other hand, Mr. Howell had several weeks' careful practice, precisely the kind of work for fast shortdistance racing; having the advantage of a professional trainer to look after him. Certainly I surprised myself in the mile, knowing my own condition, which was poor compared to Howell's form. Mr. Corey's letter to your paper is only a second edition of his many self-advertising schemes, which I can and must ignore.

Regarding Mr. Howell's letter to the Sporting Life, offering to give me starts in races, viz.: twenty-five yards in the mile, all thinking and thoroughly posted people will laugh at the idea of a man whom I defeated with ease, and in doing so beat the world's record for one mile, offering me a start in any race. Considering our individual fitness before the race, in every probability, if I had been as fit as Howell was, 2.35 would have been the figures, instead of 2.39.

Mr. Corey says that my truthfulness is not as well known in this country as in England, and that Lees, DeCivry, Keen and others will be over here this year, and will make me prove some of my recent statements. Glad to hear it, Mr. Corey, I will give them the right hand of fellowship and a warmer reception than I gave your "Dick" in the mile.

Mr. Howell says in his letter to the Sporting Life: "Prince was considered a good secondclass man here five years ago." Well, sir, considering I defeated all the names mentioned by Mr. Corey five years ago, what can I do now, allowing for their improvement and my own, which is 200 yards in the mile faster?

I will meet Howell, probably, before '85 is out, and will accept the starts he generously offers, and I can raise not only \$2,500 but \$5,000 right here in Tennessee, to say that I can beat Howell, or any other man in the world. I will also bet Mr. Corey that I can beat the world's record again, this year.

Mr. Editor, I will now bring my somewhat lengthy reply to Mr. Corey to a close. I ask of you the same generous treatment as given Mr. Corey. "Enemies I hope to have none, but friends, legion."

Respectfully yours,

JOHN S. PRINCE,

One-mile Champion of the World.

### OUR HARTFORD LETTER.

OUR CORRESPONDENT'S FURTHER VIEW OF THE L.  $\Lambda$ . W.

HARTFORD, CT., Jan. 30, 1885.

Editor Springfield Wheelmen's Gazette:-

If your present correspondent continues to write Hartford letters to the GAZETTE during the riding season of the present year, he promises that between now and the date of the Connecticut Club's second annual race meeting, the GAZETTE readers shall be given a good account of many Hartford happenings, but just now certain topics far more important than the mere chronicles of the local doings of Hartford cyclists seem to merit the attention of the cycling fraternity, and the writer begs the indulgence of your readers, while in this and perhaps one or two succeeding epistles he gives his view of some of these more important questions.

One local event, however, has, during the past fortnight, so visibly dispelled the soporific effect of winter upon the action of the Connecticut Club, that it is especially worthy of being here recorded. The cause of this enlivement has been the club's removal from its old quarters on Trumbull street to its new and commodious parlors over Merrill's café on Central Row. The new rooms were opened with an informal reception on Wednesday evening, Jan. 21, and the impression seemed to prevail among the many friends from this city and other places, who honored the club with their presence, that the new rooms were all that the most fastidious could desire, and moreover it may be said that their approbation seemed to extend to the entertainment and refreshments provided by the club for the festive occasion. The rooms proper consist of two large parlors divided by a curtained archway. Both are elegantly furnished with every convenience that could be devised for the use and comfort of the active and associate membership. The south room contains a new combination pool and billiard table, and there is no describing the zeal and diligence with which certain members devote themselves thereto outside of business hours. In this room also may be found electric bells, speaking tube, and dumb waiter, connecting with the restaurant below, and members who lunch down town may do so here in as much privacy and seclusion as they would enjoy at home.

It will be remembered that my letter in your January number was mainly devoted to considering the affairs of the L. A. W., and that it endeavored to show that the slow progress now being made by the League is owing not so much to any especial lack of administrative ability or want of diligence on the part of its officers, as to general apathy and want of interest in the work

on the part of its members; and that the responsibility for this state of affairs rests mainly with a few members of the cycling press who, by continually keeping before the eyes of the League a series of unwarrantable criticisms and querulous complaints, are doing much to destroy confidence in the usefulness of the organization, among such members as may choose to have their opinions directed by these editorial pilots rather than use their own reasoning powers, and steer for themselves.

It seems even more apparent to the writer now than it did a month ago, that the bone of contention, the rock on which we seem to be in danger of splitting, is nothing more nor less than our little beggarly sheet of a L. A. W. gazette, made beggarly advisedly, in order that its publication might not interfere with the circulation of our older and more pretentious weeklies. Do our esteemed weekly contemporaries "want the earth"? Apparently. True, their treatment of the gazette has not been at all times conspicuously libelous, scurrilous, or exactly venomous; indeed a few compliments have been interjected now and then, although invariably accompanied by substantial evidence that the gazette, small as it is, nevertheless is large enough to intercept a portion of the light shed by these larger luminaries, and that its removal would be necessary to permit all wheelmen to bask in the full and unobstructed rays of their greater effulgence. When such an able paper as the Bicycling World, a paper whose clear and intelligent presentation of sound and practical common-sense articles has made it almost indispensable to cyclists who wish to keep up with the events of the day, gets to arguing for a monthly instead of a weekly gazette, without in a single instance giving a satisfactory reason to show that such a publication would be anything but practically useless officially, it looks very much as though its diplomacy incident to its selfloyalty had gotten so far ahead of its sincerity as an adviser on League matters, that it might reasonably be doubted whether the latter quality existed at all. The World professes much solicitude for the League's welfare; its criticisms are all "advanced in a friendly spirit," etc., but to my thinking it furnishes in itself good documentary evidence to prove that its influence during the last six months has not been such as would induce many undecided outsiders to risk their dollars by becoming members of the League. I am not one of those who think the League above criticism, neither do I seek to "repel without answer" as unjust attacks upon it, any fair minded suggestions for bettering the organization in any way. Such criticisms as were "repelled" in these columns last month were in every instance accompanied by what seemed to me good and sufficient reasons for characterizing them as useless. With the single exception of its attitude towards the League, I greatly admire and esteem the World. Of the half dozen American and foreign weekly cycling prints which meet my notice, I consider it easily the best, and believe that to no other one source are our cyclists indebted for so much valuable information, and its general excellence and good sense only make it the more to be regretted that it allows the shaping of its own ends to so manifestly qualify its support of the League. I notice that the World emphatically denies throwing its gazettes into the waste basket unwrapped, and declares my statement that it professes to do so to be "without a semblance of truth." I fail to see how a comparison of this denial with an editorial in the World of

Dec. 19, 1884, can do otherwise than convict the editor of inconsistency out of his own ink bottle.

I have not taken the trouble to allude to any of the Wheel's vigorous and vicious onslaughts upon the League. It seems to be pretty generally conceded that since that little matter of an autograph letter a few weeks since, the Wheel is beneath criticism.

The L. A. W. is evidently in sore need of solid typographical support from some source. The battles of an organization covering so large an extent of territory must be fought on paper or not at all. The limited space in the present gazette affords little room for other matter than official notices, and, as far as I know, THE SPRINGFIELD WHEELMEN'S GAZETTE is the only other paper whose comments on League affairs can always be taken as sincere; but the GAZETTE being a monthly publication, and having always had special local interests demanding its attention, cannot reasonably be expected to make a specialty of championing the League. I maintained in my last letter that our present gazette carried out its intended purpose admirably, but when its present purpose was decided upon it was supposed that its non-interference with other cycling publications would guarantee to the League ample outside literary support; but it appears that the gazette is, nevertheless, the b'te noire of our journalistic brethren, and the outside support is not forthcoming. By issuing the gazette monthly it could be given more the character of a newspaper, and would doubtless be much more acceptable to many members than it now is, and it would no longer be considered an intruder by our weekly press; but as an official gazette it seems to me it would be a decided failure. Supposing the League, in addition to being an organization for the advancement of cycling, should also become a syndicate for the publication of a first-class weekly newspaper, to cover all the ground of the present gazette, and at the same time to be devoted to cycling matters at large. I see no reason why the League should not be able to conduct a weekly newspaper with a bona fide list of paid subscribers, and I understand that any such publication may be admitted to the mails as second-class matter, at the rate of two cents a pound. Should such a scheme be adopted, of course it would be necessary to reduce the membership fee, and to make subscription to the new paper one condition of membership, the subscription rate being made as low as possible, consistent with the cost of publication, and the subscription list not necessarily limited to League members. If the assessment of each member under such conditions should amount to \$2.00 per annum, or double the present fee, it is by no means certain that most of our present members would not be better pleased with the condition of things than they are now, or that many wheelmen who do not join the League now on account of dissatisfaction with the prospective return for their \$1.00, would not do so readily at an expense of \$2.00, if, in addition to the other benefits attaching to League membership, they were to receive a bright and entertaining weekly cycling journal. To make the League more of a success all that is needed is peace and harmony in the camp, and hearty co-operation in its work. Unfortunately League members are by no means rare who seem to consider the gazette the embodiment of about all the League accomplishes; and to such, a more attractive paper would be a stimulant to greater exertion in whatever work might be expected or demanded of them.

As the time approaches when the League must decide upon what eourse to pursue during the next League year, it is to be hoped that our officials will give the gazette question careful consideration and endeavor to get a general expression of opinion on the subject, throughout the membership. To get its members thoroughly interested and willing to work, the League must cater to all their wants as far as possible. If they want a monthly gazette let them have it; if it appears that a weekly newspaper is indicated, some such plan as I have mentioned would, I think, work successfully. In addition to the advantages, already mentioned, which such a paper would have over a monthly, it would also be a far better advertising medium, and the income to be derived from this source would do much towards maintaining it.

The embarkation of the League in the newspaper business might result in the death of one or two existing weeklies, but can the present generous policy towards these papers be safely continued when it works so manifestly to the League's disadvantage?

# Among the Clubs.

The Meriden Wheel Club attended a complimentary game supper, which was tendered to it by J. F. Ives, at the Meriden House, Wednesday night, December 24. The supper was the handsome manner in which Mr. Ives expressed his gratitude for the assistance given him by the Wheel Club at his races, last fall. After the knife and fork chorus had been sung for an hour, President C. L. Lyon of the Wheel Club, who occupied the chair, opened the literary part of the entertainment. He made a short address and remarks were also made by Messis. Collius, Foster, Ives, and others, when the party broke up in the wee small hours, returning home with many kind remembrances and in the best of spirits.

THE CITIZENS WHEEL CLUB, of Minneapolis, met on the 15th at the bicycle school of S. F. Heath, and decided to hold a mid-winter tournament, Wednesday evening, February 4. The following programme has been arranged and enough entries are assured to make the meeting a success:

1. five-mile open; 2. one-half-mile, hands off; 3. three-mile club championship; 4. one-mile bicycle against roller skates, skater to have one lap start, (1-7 mile); 5. fancy riding; 6. club drill. The races will be run in the Washington Avenue rink, seven laps to the mile. Frank Alger, champion of Minnesota, will skate against the bicycle.

THE GERMANTOWN CYCLING CLUB, of Philadelphia, has opened its new club house at 2314 Fairmount avenue. The meeting room and locker rooms upon the second floor, as well as the reception room and wheel room below, are handsomely fitted up, with appropriate devices and trophies upon the walls. It is expected that the membership of the club will be largely increased before the opening of the spring season.

THE FORT SCHUYLER WHEELMEN (Utica, N. Y.) held a very enjoyable entertainment on New Year's evening. Supper, speeches, etc., being over, the lady friends of the club presented a handsome black satin banneret with the figure of a wheelman embroidered in gold, which showed off well on the black ground.

THE GENESEE BICYCLE CLUB held its semi-

annual meeting, Tuesday evening, January 6, it being the occasion of the opening of its new quarters. The reports of the different officers were presented. The treasurer's report, which was accepted, shows a handsome balance on the resource side of the ledger. The secretary's report shows an active membership of forty-eight and an honorary roll of ten.

THE ALBANY BICYCLE CLUB has filed an inventory of its property and liabilities. The assets, including \$1,238.82 cash on hand, foot up \$1,854.82, while the liabilities only amount to \$94.01.

THE MARYLAND BICYCLE CLUB entertained its friends with a reception at its house, 10 North avenue, Christmas, during the day and until 11.30 in the evening.

THE BERKSHIRE COUNTY WHEELMEN gave a concert and ball on Thursday evening, December 18, at the Pittsfield skating rink, which was a grand success.

THE NORTHAMPTON WHEEL CLUB will hold its first annual concert, exhibition, and ball, at the skating rink, Wednesday evening, March 4.

THE RUTLAND (Vt.) BICYCLE CLUB is finely housed in its new rink, the floor of which is used for practice every Thursday evening.

THE BALTIMORE CYCLE CLUB received some 300 of its friends at its club house, 648 Druid Hill avenue, on Christmas day.

THE BUFFALO BICYCLE CLUB, of Buffalo, has filed a certificate of incorporation in the office of the secretary of state.

THE NORWALK (Ct.) WHEEL CLUB held a very enjoyable sociable at the Athenæum, Tuesday evening, January 20.

THE CHICAGO BICYCLE CLUB is to give a wheel tournament in the Exposition building, February 22.

THE LAFAYETTE WHEELMEN, of Baltimore, have assumed the name of the Baltimore Cycle Club.

THE WEEDSPORT (N. Y.) BICYCLE CLUB will hold a two days' tournament in June.

THE IXION BICYCLE CLUB (New York) received its friends New Year's day.

### CLUB ELECTIONS.

ARIEL WHEEL CLUB (Poughkeepsie, N. Y.)—President, I. Reynolds Adriance; secretary and treasurer, Charles F. Cossum; captain, Frank J. Schwartz; lieutenant, Graham L. Sterling; bugler, Frank H. Adriance; executive committee, Hiram S. Weltsie, A. N. Shafer.

Boston Bicycle Club — President, E. C. Hodges; secretary, E. W. Hodgkins; treasurer, W. B. Everett; captain, L. R. Harrison; first lieutenant, W. H. Edmunds; second lieutenant, D. N. C. Hyams; club committee, J. S. Dean, F. A. Nelson, R. J. Tombs, George A. Doane, Jr., and T. N. Hastings.

Brighton Bicycle Club (Cincinnati, O.)—President, Alvin Smith; secretary, William Bahmann; treasurer, H. Kessler Smith; captain, James Barclay.

BROCKTON BICYCLE CLUB (Brockton, Mass.)—Captain, W. Hayward; first lieutenant, Herbert Carr; second lieutenant, Charles Cherigney; first bugler, Frank Dernuth; second bugler, Fred C. Smith

CAPITAL CLUB (Washington, D. C.)—President, John W. Wagner; vice-president, Henry M

Schooley; treasurer, Joseph E. Leaming; recording secretary, Thomas A. Berryhill; corresponding secretary, John M. Killits; captain, DeLancey W. Gill; sub-captain, Edson B. Olds; junior sub-captain, Charles H. Burnett.

CHARLESTOWN (Mass.) BICYCLE CLUB—President, F. S. Nelson; secretary and treasurer, M. K. Kendall; captain, J. W. Vivian; first lieutenant, J. E. Corey; second lieutenant, Charles E. Gill.

CHICAGO BICYCLE CLUB—President, T. S. Miller; vice-president, J. P. Maynard; secretary and treasurer, S. H. Zowell; captain, W. G. E. Peirce; quartermaster, A. G. Bennett.

COLUMBIA CLUB (North Attleboro)—President, W. E. Lull; vice-president, H. A. Hall; secretary, C. E. Sandland; treasurer, C. F. Kurtz; captain, W. C. Ames.

ELIZABETH (N. J.) WHEELMEN—President, R. W. Woodward; vice-president, C. H. K. Halsey; secretary and treasurer, John C. Wetmore; counsel, Frank Bergen; members of executive committee, D. Blake Bonnett; captain, G. J. Martin; first lieutenant, G. Carleton Brown; second lieutenant, Harvey Floy; bicycle division color bearer, L. P. Bonnett; tricycle division color bearer, Miss Eliza G. Suydam; bugler, A. S. Roorback.

FORT SCHUYLER WHEELMEN (Utica, N. Y.)—President, Edward M. Glenn; vice-president, Hugh White; secretary, George Bidwell; treasurer, W. T. Damon; captain, Charles W. Metz.

GENESEE BICYCLE CLUB (Rochester)—President, Robert Thomson; secretary, A. B. Rapalje; treasurer, Fred E. Cowan; captain, Henry M. Stillwell; lieutenant, Louis C. Piper; first guide, James M. Harper; second guide, A. H. Mixer.

HUDSON BICYCLE CLUB (Hudson, N. Y.)—President, H. J. Baringer, Jr.; vice-president, R. W. Evans; secretary and treasurer, C. A. Van Deusen, Jr.; captain, H. R. Bryan; lieutenant, C. H. Evans, Jr.; standard-bearer, F. S. Stall; bugler, C. A. Van Deusen, Jr.

IXION BICYCLE CLUB (N. Y.)—President, O. G. Moses; vice-president, M. G. Peoli; corresponding secretary, E. S. Robinson; recording secretary, Will Veitch; treasurer, Wm. DaCamara; captain, Will R. Pitman; first lieutenant, P. M. Harris; second lieutenant, F. C. Ringer; governing committee, O. G. Moses, M. G. Peoli, E. S. Robinson, and B. G. Sanford.

KNOCKABOUT WHEEL CLUB (Gardner, Mass.)

—President, L. C. Travers; secretary and treasurer, M. J. Greenwood; captain, C. W. Greenwood.

LEBANON (Pa.) WHEELMEN—President, J. H. Cilley; secretary, J. C. Bucher; treasurer, M. B. Blanch.

LYNN CYCLE CLUB (Lynn, Mass.)—President, S. S. Miller; vice-president, J. D. Kimball; secretary, F. A. Lindsey; financial secretary, E. M. Bailey; treasurer, F. M. Sanderson; captain, E. G. Gordon; first lieutenant, Edward L. Story; second lieutenant, George E. Cain; bugler, Charles H. Field; color bearer, George E. Butler.

PEABODY BICYCLE CLUB (Peabody)—President, Cornelius J. O'Keefe; vice-president and captain, William H. Friend; secretary, Lewis McKeen; treasurer, Alfred L. Poor; first lieutenant, Roslyn H. Hardy; club committee, C. J. O'Keefe, Gordon McKee, and George Allan.

PENN CITY WHEELMEN (Philadelphia)—President, C. D. Williams; vice-president, William C.

Wetherill; secretary and treasurer, T. E. Cookman; captain, Charles R. Paul; first lieutenant, H. B. Thatcher; second lieutenant, George De Silver Getz.

RAMBLERS' BICYCLE CLUB (New Haven) — President, A. Royce; captain, Legrand Canon; first lieutenant, G. Humphrey; second lieutenaut, E. Manville; standard bearer, Harry Kelsey; bugler, A. L. Hine; secretary, E. L. Manville.

READING BICYCLE CLUB (Reading, Pa.)—President, J. Frank Myers; captain, George I. Bechtel; lieutenant, William P. Sweeney; secretary, J. L. Henritzy; treasurer, Harry McCall; directors, J. Arthur Curtis, George I. Bechtel, William P. Sweeney; bugler, Will Dotter.

RUTLAND BICYCLE CLUB (Rutland, Vt.)—President, A. S. Marshall; treasurer, F. G. Tuttle; secretary, G. H. Emery; directors, A. S. Marshall, Wayne Bailey, F. G. Tuttle, N. R. Bardy, G. H. Emery, J. R. Bates, C. G. Ross, H. C. Townsend, F. H. Richardson, W. W. Burr, and F. W. Knapp.

SHARON (Pa.) BICYCLE CLUB—President and captain, C. W. Test; secretary, D. P. Porter; treasurer, H. J. Filer; lieutenant, W. S. Palmer.

SOMERVILLE CYCLE CLUB (Somerville, Mass.)
—President, Herbert E. Foot; vice-president, William Maxwell; captain, Frank Norwood; lieutenant, Eugene Sanger; second lieutenant, George Beales; secretary and treasurer, George Steele; bugler, William E. Hill; club committee, H. S. Worthen and George Shaw.

SPRINGFIELD (Mass.) BICYCLE CLUB—President, Henry E. Ducker; vice-president, W. H. Jordan; secretary, Sanford Lawton; treasurer, Chas A. Fisk; directors, Messrs. Ducker, Jordan, Lawton, Fisk, and W. C. Marsh.

STAR BICYCLE CLUB (Washington)—President, J. M. Grady; vice-president, W. H. Benton; secretary, W. C. Sharpe; treasurer, M. D. Rosenberg; captain, E. J. Watts; lieutenant, J. C. Grev.

WAKEFIELD BICYCLE CLUB (Wakefield, Mass.)
—President, Clarence Knight; vice-president,
Frank Nichols; captain, G. P. Aborn; secretary
and treasurer, George Silver.

WATERBURY (Ct.) WHEEL CLUB—President, F. C. Upson; secretary and treasurer, N. C. Ovaitte; captain, J. H. Hurlbutt; lieutenant, C. E. Turner.

WEEDSPORT (N. Y.) BICYCLE CLUB—President, H. D. Brown; vice-president, W. H. Lee; secretary, Charles Townsend; treasurer, H. E. Rheubottom; captain, J. R. Rheubottom, Jr.; lieutenant, C. C. Teall; commissary, W. R. Brock.

WHIRLING WHEELMEN (Baltimore, Md.) — President, Dr. P. G. Dausch; captain, Wash. B. Booz; lieutenant, Harry B. Davis; secretary, Phil. W. Reiter; treasurer, Edwin J. Mabbett; color-bearer, J. Weisenfield; bugler, Harry L. Shaffer; club committee, Edwin D. Booz, Thomas M. Booz, and Fred R. Shaffer, Jr.

WINNIPEG (Man.) BICYCLE CLUB—President, David Young; vice-president, Captain Whitla; captain, A. C. Mathews; first lieutenant, W. C. Slater; secretary and treasurer, C. B. Keenleyside

WORCESTER (Mass.) BICYCLE CLUB — President, Charles S. Park; secretary, Frank H. Martin; captain, Lyman A. Isham; first lieutenant, W. Rolston; second lieutenant, G. F. Warren; bugler, C. M. Santon,

### OHIO NOTES.

The Wanderers, of Avondale, Ohio,—Cincinnati's beautiful suburb,—contemplate the erection of a four-room club house on their lot next spring. The club is at present in a flourishing condition, its limited membership of fifteen being complete. The present board of officers are: President, Larz Anderson, Jr.; captain, F. W. Scarborough; secretary and treasurer, J. K. Scudder.

New London, Ohio, can well be proud of its local bicycle club. Although consisting of but nine members, they have the requisite spirit of treble that number. Its able secretary ranks as an excellent slow race rider, and the reputation of its racer captain, Asa Dolph, is too well known to admit of eulogy. So by clever management the club succeeds in holding nearly all available records in its native State. A few more such clubs and Ohio like ancient Rome would rule the world, that is in cycling.

Southern Ohio Cyclers will rejoice to hear that the Kenton Wheel Club, of Covington, Ky., will shortly issue what is promised to be a road guide for Kentucky and that part of Ohio lying in the vicinity of Cincinnati. The reliability of the publication is assured with Mr. P. N. Meyers as managing editor, and, as it will fill a long-felt want in that locality, we hope its pecuniary recognition among the fraternity will be sufficient to amply repay the club for its active devotion to the best interests of cycling, namely, assisting riders to locate good roads; besides, the prospectus informs us, the book will also contain a list of League officers and consuls of the Kentucky division, along with a list of railroads carrying wheels free, and such other information as would seem desirable. The Kentons are hustlers, every one of them. When it comes to action, the blue grass boys are way ahead of another club not many miles dis-

## RETRIBUTION.

"No! I repeat it, darling, since what you have just said, I can never be thine."

December—cold, as the icy blast that remorselessly swept with unabated vigilance along the deserted avenue, fell the dread utterance which opens this chapter, on the ears of Early D'Otten.

Perhaps once in a lifetime you may see it, may be the face of the dying soldier, on the blood-stained fields of Shiloh, presented an equal agony of despair as that which settled on his face, but pale as the driven snow was the countenance of Minerva LeBlynn as she pronounced Early D'Otten's doom.

Softly the ten-dollars-a-ton, coal firelight shaded the angelic features of the beloved, petted, and caressed heiress of LeBlynn Place, but softer yet was the measured tread of Early D'Otten as he noiselessly approached the object of his rejected love.

"Tell me all," he pleaded, "turn me not from you lest I die."

"Mr. Early D'Otten, Esq., Sir, shattered and wrecked on the rocks of despair are my future nopes of happiness. The Iove which thou hast conjured from me, I return, take it back,—at eight per cent. interest payable quarterly in advance,—and when in after years you have cause to repent and consider what might have been, remember, by your own confession, you love another, and that other, God forbid it, is—a 54-inch, full nickeled, Expert Columbia bicycle."

WILLHELM.

# Rews Rotes.

Ho!

For

Springfield!

September 8, 9, 10,

Bicycle tournament,

Springfield Bicycle Club!

The course of events: a race course.

Sociables are called love incubators.

Gone but not forgotten-Good wheeling.

Uneasy sits the wheelman that fears a "header."

R. James wants a match with Howell on Safeties.

A small road-riding club is to be formed within the Boston Club.

"Wait" is the present motto of the Overman Wheel Company.

Cycle riding, like good sweet milk, tends to strengthen the calves.

At Christchurch, N. Z., the lamplighters are mounted on tricycles.

J. T. Trowbridge, the celebrated juvenile story writer, is a tricycle rider.

Athletic clubs in general are catering to the needs of wheelmen. Why?

The Cycling Times begins the new year in an enlarged and improved form.

A fourteen year old son of Baron Rothschild has purchased a nickel silver bicycle.

Cyclists visiting New Orleans are loud in praise of the hospitality of the local club.

Maxwell has given up racing, but takes an active interest in bicycling, however,

Tom Moore has associated himself with Harry Etherington in conducting Wheeling.

The latest novelty in the cycle market is a combination screw-driver and spoke-grip.

Subscriptions are rapidly coming in for the testimonial to John Keen, the veteran racer.

The membership of the C. T. C. now numbers 16,625. Members in the United States 559.

Richard Howell went into training with the new year and expects to eclipse all former efforts.

The new Victor bicycle will be on exhibition at the annual ball of the Springfield Bicycle Club.

To a wheelman the roads of America are like the course of true love, "they never run smooth."

And now it is the king of Siam who has ordered a tricycle, and will henceforth ride a three-wheeler.

Wheeling is said to have received a great impetus in Italy since the great tournament at

Turin.

Crawford, the Western flier, is now in training and expects to open the eyes of his Western friends.

H. Leeming, Howell's and Sellers's trainer when in this country last fall, has left the Rudge

Hamilton, of Yale, is in active training for next year's races, and will without doubt make it lively for the boys.

Stoddard, Lovering & Co. will devote their entire attention this year to the Rudge bicycles and tricycles.

Every wheelman should have one of the bicycle chromos of the Pope Manufacturing Company. Send five two cent stamps and receive one by return mail.

Chelsea ladies take a deep interest in tricycling, and next season will undoubtedly find many of them on wheels.

England promises us some surprises in the way of fliers for this year. A number of dark horses are in the stable.

"Skinney," of the Buffalo Bicycle Club, sends his regrets at being unable to attend our annual ball, February 23.

The Canadian Wheelman comes to us as bright and crisp as a new dollar. It is a charming paper, well edited.

Englishmen hold that coasting a hill legs over makes a rider liable for any accident occurring during his descent.

Morgan claims to have ridden a mile in 2.51 and Woodside doubts, in fact says, he never will ride as fast as that.

The last public act of the late Hon. Schuyler Colfax was to induce the C., R. I., & P. R. R. to carry bicycles free.

The Overman Wheel Company will remove its office and sales rooms to 179 Tremont street, Boston, February 1.

W. J. Morgan (the senator) is indignant to think any one should say he was riding any other wheel than the Rudge.

London has opened several of its parks to wheelmen, subject to certain conditions as to time, speed of progress, etc.

D. H. Huie, the famous Scotch racer, will be heard from the present year. He is going for the Englishmen, and then!

An enthusiastic wheelman has lately become the father of a bouncing baby boy and has named it "Wheelman Jones."

At the annual ball of the Springfield Bicycle Club, Messrs. Frazier and Finley will play a game of polo on Star wheels.

Stoddard, Lovering & Co., of Boston, have subscribed \$50 towards defraying the expenses of the L. A. W. meet at Buffalo.

Hendee will commence training soon, and if no small boys get in his way while training will ride in better shape than last year.

Captain Fred Benton, of the New Haven Club, resigned on the 1st of January from the club, his business claiming his attention.

William Read & Sons are out with a new cut of the Royal Mail bicycle, which much better represents the wheel than formerly.

Mr. T. J. Richardson, superintendent of drawing in the Minneapolis public schools, makes his professional rounds upon a bicycle. . .

The latest novelty introduced into the English market is a milk carrier tricycle, and a Manchester milkman is the first to use one.

G. D. Gideon and A. B. Powell, the two leading amateur racers of Philadelphia, have joined forces and gone into the bicycle business.

Considerable enjoyment in bicycling on the ice may be had by removing the rubber tires, and the bicycles are said to run very nicely.

The Spaulding bicycle is looked forward to as one of the coming wheels. It has many valuable features which are worth considering.

distance from ten miles to six days on any fair track, Springfield or New Haven preferred.

Asa Dolph, the Ohio flier, says: "I am hard at practice in a gymnasium this winter, and 2.39 will have to go at Springfield next summer."

L. D. Copeland gave a very successful exhibition of his steam bicycle at the tournament of the Bay City Wheelmen, San Francisco, January 10.

A ten-mile race for the championship of Oregon. was held at the Pavilion rink, Portland, Saturday, December 13, and won by F. T. Merrill, in 36m.

F. L. Bates, of Albion, N., Y., has invented a liquid cement for fastening rubber tires to bicycles. which will come handy to touring wheelmen and

"United we stand, divided we fall," is as applicable to the wheel as a drunken man, but when that man is a wheelman the liability to fall is in-

The bicycle firm of Stall & Burt has dissolved on account of limitation of partnership, and the business is in the future to be continued by W.

One of our leading sporting papers in speaking of a certain club says: "They have put down a good track and intend to have races in it." Therewill be no 2.39 there.

Miss Elsa Von Blumen proposes to ride a bicycle race of one hundred miles against one or two horses, the proceeds to apply to the basement of the Bartholdi statue.

The Facile bicycle for 1885 will have a speed gear attachment, which may be used or left off at will, and can be applied to any of the old Faciles as readily: as to the new.

The discussion of the various road records in England has led Wheeling to remark, "that retords may come and records may go, but the doubter goes on forever."

Rex Smith, says the Sporting Life, is still counted among the amateur fancy riders, though a thorough inquiry into his last year's trip would probably result in his disqualification.

H. J. Webb, the famous English tricyclist, has been suspended for one year by the Edinburgh Center of the National Cyclists' Union, for alleged fraud in his recent road ride.

The number of clubs who now propose to eclipse the Springfield Club next season in the way of tournaments is large. In fact, more than there will be when the season opens.

Messrs. Cunningham & Co., being settled in their new quarters, are now in good sailing again, and we may look for a grand revival in the celebrated Yale and Harvard wheels.

The Columbia wheels are certainly popular in and about Philadelphia, for it is stated by good authority that at least six to one of the bicycles in use in that city and vicinity are Columbias.

The new Star step invented by Messrs. Zacharias & Smith, Newark, N. J., is meeting with favor among Star riders. It overcomes the difficulty of mounting and saves the machine in event of a fall.

Though Boston may be a "cycling center" and may "take great interest in road-riding," as distinguished from racing, it has only "put up" \$64 in support of the American road-book, whereas John Brooks will race Prince or Woodside any. the city of New York (including Brooklyn) has pledged \$270; even the modest little inland town of Springfield has \$67 as its cash representation on the list.

A river velocipede has been invented by M. L. Bollee, of LeMans, France. It has been propelled on the river L'Huisne with great success, and probably may turn out very practical with a few further improvements.

William M. Woodside, the Irish champion, has challenged John S. Prince, of Washington, the one-mile champion of the world, to ride five races, 10, 15, 20, 25 and 50 miles, for \$500 a side and the title of champion of America.

The Minneapolis bicycle school was opened on the 15th with an attendance of twenty wheelmen and a great many spectators. Mr. Heath, the manager, has put in a stock of seven Ideals for rink use, ten Columbias and three Stars.

The rumor is current to the effect that Dr. Mary Walker contemplates joining forces with Mlle. Louise Armaindo, champion female bicyclist of the world. If Dr. Mary rides as fast as she talks Armaindo will be beaten in their first race.

Sylvester Baxter succeeds Charles E. Pratt as editor of *Outing and the Wheelman*. Mr. Baxter was formerly of the Boston *Herald* staff. He is one of the oldest wheelmen in Boston, and was at one time a member of the Middlesex Bicycle Club.

The wrath of the Pacific coast wheelmen knew no bounds upon the order of the park commissioners excluding wheelmen, but the persuasive influence of Messrs. Cook and Mohrig caused the order to be revoked, and all is serene and happy once more.

A cycling journal of the highest class is promised from Philadelphia, having for its object the furnishing the L. A. W. the coming year with an official gazette. The bid will be a strong one and it will have many supporters. The first number will appear in February.

Twenty miles within the hour will be accomplished in America the coming season, as a number of racers, amateur and professional, have expressed the desire to attempt it at the coming tournament of the Springfield Bicycle Club, September 8, 9, and 10.

The Czar of Russia has purchased a tricycle. It will be easy for him to Russia hill, and the Springfield Bicycle Club will try to induce him to visit our next great meet. Of course he will come. All of the *crowned* heads are expected; at least heads that expect to be crowned with glory will be here.

Well! Well!! Well!!! Here is news. The Western Cyclist says, "The Springfield Bicycle Club will take out a liquor license." There is nothing like going away from home for news, and for a first-class yarn the Western Cyclist takes the cake. Give us some more, brother, with a little less fish.

Stoddard, Lovering & Co., who have been awarded a silver medal by the Cincinnati Industrial Exhibition, for a display of bicycles, have recently received an order for a 64-inch Rudge Light Roadster. The rider weighs over two hundred pounds. This is a good test of the strength of this machine.

We are sorry to see the Mirror of American Sports assume so dictatorial and arrogant an attitude towards the Racing Board L. A. W., which only acted with the best intents and for the interest of wheelmen in general. There is such a thing

as carrying a subject too far, and thus losing sight of justice.  $\_$ 

Still another bicycle club is out,—by its treasurer this time,—in Birmingham, England. When will bicycle clubs follow simple business rules and put the treasurers under bonds for the faithful performances of their duties and the safe return of surplus funds in their hands? This is something not to be overlooked.

Messrs. Singer & Co., of Coventry, England, announce in our advertising columns the withdrawal of the agency of the British Challenge wheels from Stoddard, Lovering & Co. These well-known makers will shortly announce a new American agency; meantime all communications should be addressed to Coventry, England.

Can any one tell how many papers have copied THE SPRINGFIELD WHEELMEN'S GAZETTE'S table of times taken to cover a mile in different ways, without a word of credit?—Sporting and Theatrical Journal. We give it up. To our best knowledge and belief, we have only seen three, while nearly every paper of prominence copied them.

The unjust discrimination of the New York park commissioners, in dealing out to wheelmen the privileges of riding in Central Park, is a disgrace to the city, and smacks of a favoritism to which the average American will not submit. We have no favored class in this country, and all attempts to introduce it should be frowned down.

He was on a club run, and seeing his girl on the path he instantly dismounted, leaving his friends. The fair maid rebuked him for so doing, and he explained that he had a "stitch in his side." She retorted that a stitch in the hole in his stocking would be much more serviceable; he said he was darned if it would, and the cards are out!

The six days' professional tournament at Memphis, Tenn., under the auspices of the Memphis Cycle Club, was very successful. It has aroused an enthusiasm South for the bicycle hitherto unknown. We congratulate the Memphis Club upon its success, which in a great measure was due to the energy and push of the secretary, W. L. Surprise.

At Erie, Pa., January 6, while the Decoma Brothers, bicyclists and trapeze performers, were performing a hazardous act at the top of the Casino roller skating rink, the bicycle broke and John Decoma fell to the floor beneath, breaking a leg and sustaining serious injuries. The other two brothers saved themselves by catching the

W. P. Stevenson, of Alleghany, Pa., proposes to start early next April for a pleasure tour of the old world, visiting Ireland, Scotland, England, Norway, thence to St. Petersburg, through Prussia, Germany, Holland, Belgium, Eastern France, Switzerland, Italy, thence across to Algiers, then up through Spain, France, to Paris, London, Liverpool, and return home.

Of course we shall take in the "Big four" tour. How could we refuse when the genial Burley B. Ayers offers us a "luxurious ambulance that a prince would seek to recline in"? Our friend has an eye to business, and well knows our weakness and aversion to anything that pertains to hard work, so we shall lie back and watch our friends of the wheel toiling in the hot July sun.

A recent visit to the new quarters of Stoddard, Lovering & Co. revealed to us the new and beau-

tiful Rudge racer which George M. Hendee will ride the coming season. It is a 57 inch, weighing only 23 lbs. Upon the backbone is an etching as follows: "George M. Hendee, American Champion." A prophecy—That wheel will beat 2.39 the coming season, and don't you forget it.

Probably no wheelman from America ever visited England, and created a more favorable impression than H. D. Corey. The *Cycling Times*, one of the leading English wheel papers, says: "Although many American riders have preceded him, we think Mr. Corey has had a better opportunity of forming a correct idea of what cycling really is in England than any who visited this country before him."

Scene: Inside house; maiden making pies at low window. Outside, ambitious youth endeavoring to master a bicycle. Result, bicycle starts toward window and, on reaching wall of house, concludes to stop, but A. Y. proceeds on !tis course through the window and lands on the pies. Crusty remark by maiden, and pious contribution by youth to settle for price of sash, glass and pies. FACT.

A cycling chappie recently told a spirited girl, whom he had been making sheep's eyes at all the evening, that the rim of his front wheel was like his love for her. "How's that?" asked the sprightly maiden. "It has no end, pretty one." "Thanks, very much, dear boy. It also correctly resembles my love for you." "Oh, how's that?" asked the chappie, overjoyed at having made a mash so successfully. Quoth the maiden coyly, "It has no beginning." Then the music started, and another partner claimed his dance.

Wheeling does not approve of the club uniform being used in the ball room, for, as it remarks, "Not one rider out of a hundred possesses two uniforms, or at least one which is free from grease spots, untravel-stained, and presentable on such occasions as those under notice. The feelings of a lady elegantly and stylishly dressed may be easily imagined when asked to dance with a wheelist in full touring war-paint." Wheelmen in this country as a rule have more than one suit, but, then, it is only a matter of a few years when we all will be wearing knickerbockers for every day, Sunday, and holidays.

"The Coral Reefs of Bermuda," which appeared in our January issue, has been reproduced in the shape of a sixteen-page pamphlet, for gratuitous circulation as a specimen chapter of "Ten Thousand Miles on a Bicycle." It exhibits exactly the quality of the typography, paper, and ink to be employed upon the volume, as well as its general literary execution. A thousand copies have been printed, several hundred of which have been mailed to English and foreign wheelmen. Specimens will be mailed on application to the editor of the GAZETTE, or to Karl Kron himself, at the University Building, Washington Square, N. Y.

One of our cycling contemporaries has published the following in its editorial columns: "A friend of our paper, personally unknown to us, writes this: 'I am at present endeavoring to get up a club of six; have three names up to date.'" Such instances are so common in our office that we simply pass them along. We have received in one week as many as sixty-two names from one individual, while in a number of cases individual club members have forwarded from their own purse the subscription for each member of the club. In one instance a friend, who appreciates

# THE EXPERT COLUMBIA BICYCLE.

THE EXPERT is a medium-weight Bicycle, in which strength has not been sacrificed for lightness, nor durability for cheapness. It was designed to stand hard and long usage on any road by any weight and strength of rider; and though we have lightened it somewhat for this season, we have done so in mostly unnoticeable but costly ways, and so as not to impair its stanchness.



Spindle and Steering-Head.

The forgings and all other parts are shaped in ties, a method of construction which secures not only even and elegant finish and form, but homogeneity of metal, and greater strength and reliability

An improvement especially invented for this machine is the hemispherical or ball-steering center. A cubical hardened-steel step below, and a hardened-steel adjusting bolt above, afford concave hemispherical bearings for the convex hemispherical-ended spindle (also casehardened for bearings); and this arrangement is superior to conical centers in several respects

The handles are vulcanite, of large diameter, hard finish, very elastic, and with no nut at the end

The perch (or backbone) is of best weldless steel Section of Expert 12-inch tubing, and of circular section, to which we adhere because it is more correct for strains, takes less space for the strength between saddle and wheel, and appears more graceful.

The spring is a rolled-steel plate, formed by patented process, with a new and improved curvature. It is bolted to the neck at the fore end, and slides in a new and improved adjustable clip at the rear end,



The above engraving shows only the outlines of a large and beautifully-finished chromo of TWELVE COLORS (size 28x13 inches), mounted on cloth, with decorated brass ferrules at top and bottom, and loop for hanging, and undoubtedly the most attractive cycling picture ever published. This chromo will be sent to any address, securely packed in a pasteboard roller, on receipt of five 2-cent stamps to pay for packing and mailing.



The rake of the EXPERT, that is, the inclination of the center line of the forks, backward from a perpendicular through the axle of the fore wheel, measuring at the bottom of the head, is 2 inches for a 54-inch wheel, and the same angle on other sizes. This rake insures strength of the machine, steadiness in riding, easier trundling, and a proper degree of safety in passing over obstacles.

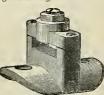
Another strong point with the EXPERT is found in the bearings. Every bearing part is accurately formed and fitted by machinery, hardened with particular care, and polished, so that a new machine may run as freely as if it had been used a week. Even plain and cone bearings, made with such carefulness and accuracy, are easier-running than so-called "anti-friction" ones without them.

The Columbia Bicycle Ball-Pedal has the same neat and compact general construction as the Columbia parallel-pedal, now so well known. It has also some advantages over other ball-pedals, arising from its peculiarly modified construction as well as from the carefulness with which it is made. The end-plates, for

instance, are of rolled steel, instead of castings, which sometimes break; and the boxes for the balls are of forged steel, case-hardened like the cones, so that the path of the balls is entirely on all sides of polished hardened steel surfaces, unbroken in the line of their movement; and, again, the pedal-pin is one-sixteenth inch larger in diameter, tapered toward the outer end for lightness, and stronger to resist bending or breaking



Section of Rear-Wheel Shaft, showing Columbia Ball-Bearings



Adjustable Clip.



Section of Front-Wheel Shaft, showing Columbia Ball-Bearings.

SEND FOR ILLUSTRATED (36-PAGE) CATALOGUE, FULLY DESCRIBING THE

COLUMBIA BICYCLES AND TRICYCLES.

# THE POPE MFG. CO.

BRANCH HOUSES 179 Michigan Avenue, CHICAGO. 12 Warren Street, NEW YORK. 597 Washington Street, Boston, Mass.

# WILLIAM READ & SONS, 107 Washington Street, Boston,

# THREE \* WINNING \* MACHINES!

This is a correct cut of the ROYAL MAIL.



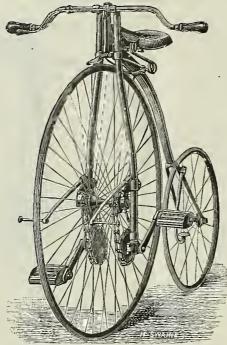
ROYAL MAIL!

Fastest Mile Record, . . . . 2.39 Second Fastest Mile Record, . 2.39 2-5

> No Other Wheel in the World Holds two as fast records

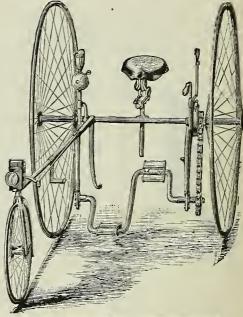
A RIGID, SUPERBLY-BUILT BICYCLE! We offer it as the finest quality wheel imported

Light Roadster, 36 pounds; tangent spokes.



LEADING SAFETY-THE KANGAROO! 100 Miles, 7 h. 11 m. 10 s., Eclipsing All Previous Records!

Features of safety possessed by no other. In great demand already.



ROYAL MAIL-THE LEADING TRICYCLE! Won in 1884 the Records for 14, 1/2, 3/4, 1, 3, 4, and 5 Miles!

Especially of advantage in country roads, where the small front wheel, if in the center, runs in the rough horse path, causing jolting, also strikes stones and obstacles; in this, such are easily passed over. Easy of access, especially for ladies. Very Easy Running.

Send Stamp for Descriptive Circulars of these Three Favorite Machines. Good Agents Wanted.

A. SCHOENINGER, President.

# NOS. 495 TO 503 NORTH WELLS STREET, CHICAGO.

# THE OTTO TRICYCLE.

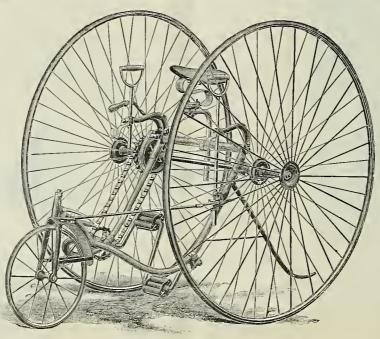
The cut represents a large Tricycle suitable for ladies and gentlemen. It is one of the strongest machines made, being reliable, safe, and easy running; comparing favorably with the higher-priced machines in the market, especially in the matter of durability, workmanship, and finish.

No. 10 has steel wire wheels, with rubber tires, 42-inch hind and 16-inch front.

Price, \$65.00 No. 11 has steel wire wheels, with rubber

tires, 48-inch hind and 16-inch front Price, \$85.00

BRIEF.-Two 48-inch driving and one 16inch front steering wheel, 7 x 3 inch moulded red rubber tire, 4½ x 6½ inch driving hubs, cylindrical cone steering head, rack and pinion steering rod, adjustable spade handles, adjustable 1 seat rod, doublecranked pedal shaft, 51-inch throw, chain driving, balance gear, tubular frame, and safety stays; plain universal bearings to main and pedal shaft, adjustable cones to front wheel, and band brake; S spring, suspension saddle; tool bag, wrench, and oil-can. Total width, 40 inches; weight, 96 pounds; finish, enameled, with nickeled trimmings.



Manufacturers of

THE CELEBRATED

# OTTO BICYCLES

BOYS and YOUTHS.

Keep also a Full Assortment of

Boys' Three - Wheeled Velocipedes

# PETITE TRICYCLES

In All Sizes and Grades.

For Sale by all Dealers and Toy Houses.

the merit of THE WHEELMEN'S GAZETTE, paid for each of the forty-seven members of his club. Our well-known modesty has forbidden our publishing such appreciative testimonials to our merit.

Three years ago Mr. T. J. Richardson, superintendent of drawing in the Minneapolis public schools, Cyclists' Touring Club Consul, for Minnesota, disposed of his horse and purchased a Standard Columbia Bicycle. During the summer of '82 he enjoyed a six weeks' tour through Canada, New York, Massachusetts, Maine, and New Hampshire upon an Expert Columbia, riding fifteen hundred miles, without the slightest breakdown. For two years he has ridden his rounds, as a professional man, averaging ten miles a day upon his bicycle, which summer and winter has taken the place of a horse.

"As I have shown that the profits of selling even so incredibly large an edition as 10,000 copies of a one dollar book would, under ordinary arrangements, where a publisher assumes the risk, bring but \$900 reward to the author of it, I may as well add that the best I can reasonable hope to do (if, by combining the functions of author and publisher, I secure my 3,000 advance subscribers), is to make \$300, and the chance of selling the 2,000 extra copies. Even if I ultimately sell them all, at \$1.50 each, the grand result can hardly be looked upon as a wonderful financial return for two years of labor, and the risk of capital involved."—[Letter from Karl Kron.]

A letter from Karl Kron, dated February 2, says: "I had a pleasant talk, yesterday afternoon, with the earliest return voyager of the Bermuda party, the well-known inventor of the "Lamson luggage-carrier," and designer of the League badge. He landed about noon, with a single companion, and reported that the other ten of the party will return a fortnight later. All were charmed with the wheeling possibilities of Bermuda, and he himself is determined to re-visit the place, next winter, to console his conscience for the shortness of his recent stay. The party sailed from New York, January 22, and had a rather rough passage out, but the return voyage was unusually smooth."

A correspondent of the Mirror of American Sports in speaking of the Wheel says: "My friend asks me where it is published, as he never heard of it. I respectfully wish to inform my notover-posted friend that the paper alluded to is called the New York Wheel, and is published in New York City, U. S., etc., and was at one time a power in wheel journalism. But, alas! one night a year ago, a strong east wind arose in the mountains of New Hampshire and Massachusetts, and sweeping down New York State it reached New York City with such irresistible force that it nearly killed this flower of promise with its chilly blast. And because this did not Gill-'im quick enough, they took it down to the East river and gave it a Duck-er too, which nearly completed the destruction of the said flower of promise."

Surprise has been expressed in some quarters that the British Government should enlist a Canadian contingent, for use in the military operations in Egypt; but the "true inwardness" of the matter has at last been divulged: it was simply a scheme of Karl Kron's for securing the attention of Englishmen to the subscription list of his forthcoming road-book! This appears plainly from the published report of his "advance advertising agent" in the land of the Pharaohs, which reads

as follows: "Wada Halfa, 1,000 miles up the Nile, December 16, 1884. Though I am here with the Canadian Voyagers up the Nile for the relief of Gen. Gordon, I have not forgotten 'X. M. Miles on a Bi.'; and, if it comes out before my return, I wish you to keep me a copy. I hope then to be able to write you an interesting letter about bicycling in Cairo and Alexandria, as well as other places I have visited since leaving Canada. You will recollect me as having subscribed to the book at Winnipeg, Manitoba."—[W. H. H. NOURSE.]

"Lewee," in the IVheel, speaking of Boston holding a tournament the coming fall, and reviewing the failure of the one last fall, says: "It is true the affair was well worked up in the daily press, but there is a large portion of the general public who do not make a habit of reading the sporting columns of a paper, and the only way to reach them is by posters, etc., in the street, or by direct advertising. If the people here do not take enough interest in a bicycle race to pay for the privilege of seeing one, they can be made to do so by continuously hammering into their heads the fact that there is to be a race at such a time, and that they ought to be there to witness it. It is the same as advertising any business; the first few times one sees the advertisement he may take no interest whatever in it, but if it is forced on his attention day after day, he cannot help but in time become interested in it, be the matter ever so trivial. This is the method pursued by the Springfield Club in advertising its tournaments, and it is the only method that will lead to success." Correct, brother. The above article has the right ring to it, but it is hard work for a club to screw its courage up to the point of spending nearly \$4,000 on advertising a meet alone, but then that was the Springfields' key to success.

# STAMFORD, CT., NOTES,

The Facile Club has ridden all but eight week days, the season through, to date.

It would be drawing it mild to say that we are pleased with The Springfield Wheelmen's Gazette, and hope to "see you at Buffalo."

The bugler of the Stamford Wheel Club has promised to let "us" accompany him to Buffalo and Niagara, and see the notorious hackmen, the conscious bridal (veil) falls, etc., etc.

Our fine new roller skating rink came to our relief just as winter set in, and there is some "tall riding" done by the bikers. The Canary Company exhibited there the other week, and were in their usual good form.

There is a growing inclination on the part of the Facile (Solitary) Club to disband and unite with the Stamford Wheel Club, which has no "hoss-tile intentions" toward lone cyclers. We feel impelled to state that the only mortgages held against the Stamford Wheel Club are those of Hymen, who is to foreclose on some of them at an early date.

At the annual meeting of the Stamford Wheel Club, on the evening of January 13, the following officers were elected: President, W. J. Michels; vice-president, H. E. Mackee; secretary and treasurer, W. L. Baldwin; captain, W. A. Hurlbutt; first-lieutenant, C. W. Hendrie; color-bearer, N. R. Jessup; bugler, W. L. Baldwin. The club's finances are in a flourishing condition, and its neat new rooms are pleasant and enjoyable, and were the scene of its first annual reception, on the 15th, which was a delightful social success, and

caused the scribe regrets at being unable to be present. We hear of remarks made by one of the s'perior officers, who is as yet a bachelor, severely criticising the fruit harvest of certain parties whose habitat was Edenland.

What cycler will not remember his first ride by lamp-light? Possibly he was on his regular run home, as we were, of three miles into the country, up hill and down on a dusty highway. At first there was a feeling as if some unseen hand carried the light for us, and for a wonder held it where it would do the most good. Then as we left the region of street lamps, and houses, the darkness grew more densely black, and our good little star of the evening seemed to shine with increased brilliancy, and conjured up no end o' ghosts far ahead or on either side, clothing great rocks in the vague middle distance with spectral habiliments that disappeared on closer inspection. The road some distance ahead often showed a dense black bank directly across it, as if it was land's end, and some unknown depths were just beyond, but we felt rather than saw the incline, and soon the mysterious gulf disappeared as the strong light flashed down the other side of the hill as we gained the top. There was confusion of lines and uncertain light as we coasted down the first lamplighted hill, and we more than half wished we had walked, but on striking smoother wheeling again everything was serene. The dazed and startled appearance of chance pedestrians, and their "why, hello! I couldn't make out what Jack-a-lantern it was comin'!" was amusing, but this, like all first experiences, eame to an end as we safely, and about as quickly as by daylight, wheeled into our own gateway, and dismounted.

STAMSON.

# Items of Interest.

Over 4,000 Columbia wheels were sold last year. The new Victor bicycle, 54 inch, weighs 42 lbs., complete.

The Pickwick Club, of England, is the oldest club in existence.

Henry T. Wharlow, North London Tricycle Club, rode 5,915 miles last year.

Mahendr Maharaja, of Bundelkhand, Pannah, an Indian potentate, has taken to the tricycle.

- C. W. Brown, Finchley Tricycle Club, England, rode 6,030 miles from March to December inclusive.
- A. J. Wilson ("Faed"), of the North London Tricycle Club, covered 6,344 miles during the past year.
- E. E. Davis, of the Northampton (Eng.) Bicycle Club, covered 2,778 miles on his wheel during 1884.

The suit of the United States Government against the Cunningham Company of Boston, for alleged non-payment of custom house duties, has been settled by a compromise.

Professor John W. Wilson is said to have ridden a Star bicycle, from which the front wheel had been removed, 6 1-8 miles in 38 minutes 4 seconds. The feat is the best of the kind on record.

Frank P. Symonds, of the Salem Bicycle Club, covered 2,845 miles on his machine from February 22 to December 10, 1884, an average of about nine miles per day. Eight other members of the same club have ridden over 2,000 miles each, and

the club as a whole between 40,000 and 50,000 miles.

Henry W. Williams, President of the Massachusetts Bicycle Club, has covered 13,179 miles on a cycle since 1880, as verified by a cyclometer, an average of over 2,600 miles a season, divided as follows: In 1880, 607 miles; 1881, 3,060 miles; 1882, 3,559 miles; 1883, 3,453 miles; 1884, 2,500 miles. The record is complete up to January 1.

N. H. Van Sicklen, of Chicago, rode 5,078 1-2 miles in 1884, on his wheel, as follows:-

	MILES.		MILES.
January,	95	July,	438 1-4
February,	91 1-4	August,	703
March,	124	September,	447
April,	385 1-4	October,	578
May,	458 г-2	November,	886
June,	553	December,	319
		Total, 5,078 1-	2

On Saturday, Aug. 16, 1884, C. M. Brown, of Greenville, Pa., and George Robinson of Sheaklevville, Pa., made the longest road ride ever made in one day by Mercer County Wheelmen. The route was to Cleveland to attend the fall meet of the Ohio division L. A. W. Brown rode a 50-inch Standard Columbia, Robinson rode a 54-inch Expert. They left Greenville at 5 A. M. and arrived at Cleveland 7.30 P. M. Time on the road, fourteen hours and thirty minutes; stops four hours and thirty minutes; actual riding time, ten hours; distance, 103 miles.

Dr. N. P. Tyler, of the New Haven Bicycle Club, and chief consul for Connecticut, publishes the following road record for 1884, in the Bicycling World: Total number of miles ridden, 5,009; total number of riding days, 287; longest straightaway, 130 miles, made October 20, between New Haven and Boston; actual riding time, 16 3-4h.; full time, including stops, 22 1-2h.; longest distance without leaving the saddle, 25 1-2 miles, between New Haven and Norwalk, Ct., time, 2 3.4h. Favorite mount, twenty-nine pounds 51inch Rudge Light Roadster; favorite saddle, Lillibridge Brothers.

	Total number of miles ridden per month.	Number of riding days each month.	Longest distance ridden in a single calendar day.
January,	107	14	20
February,	85	. 14	12
March,	34	4	6
April,	395	26	29
May,	399	30	35
June,	370	27	38
July,	582	31	47
August,	470	29	37
September,	574	29	46
October,	699	31	98
November,	813	29	68
December,	481	23	55
	5,009	287	

J. Rolfe, champion bicyclist of Australia, set himself the task of beating his own record of riding 100 miles in 6h. 11m. 45s. for a wager of £25 to nothing, laid by Mr. Fletcher. The event came off in the Exhibition Building, Prince Alfred Park, Sydney, November 15, being well attended. Rolfe had to meet nine of the best men that could be found to ride against him, each taking him ten miles, finishing up the last twenty miles with T. H. Chapman. Rolfe defeated all his men except Grant and Chapman, who defeated him by one and four laps respectively. Considering that Rolfe had injured his knee and elbow from being thrown the preceding week in a trial, his performance stamps him as one of the best cyclists that ever bestrode a machine; for, in addition to the accident referred to, the track was soft, and the turns very, if not dangerously, sharp. The first ten miles were done in 32m. 34s., twenty in 1h. 8m. 26s., thirty in 1h. 46m. 40s., forty in 2h. 17m. 34s., fifty in 2h. 55m., sixty in 3h. 39m., seventy in 4h. 17m. 15s., eighty in 4h. 54m. 15s., ninety in 5h. 31m. 54s., and the hundred in 6h. 9m. 3s.

### WHEEL FLIRTATIONS.

Taking a header: "My heart is at your feet." Riding legs over handles: "Will meet you this

Riding with folded arms: "Mashed." Bending over the handles: "I am gone." Ringing the bell violently: "Can't stand a

mother-in-law."

Riding zig-zag in road: "Assist me." Paying no attention to the right or left: "My girl's brother is with the party."

Three attempts to mount: "Crushed again." Dismounting legs over handles: "You are to

Dismounting side saddle on the right side: "You are mine."

Dismounting side saddle on the left side: "I love another."

Riding furiously: "I am married." Riding with care: "Am willing to be."

### JOURNALISTIC DISSECTION.

The Bicycling World offers a month's subscription for ten cents. This is a step in the right direction, as the price of the World is too high. The World last week had 186 1-2 running inches of reading matter, while the Wheel had 251 1-2 inches. Nearly three pages more than the World, yet the price is just one-half. The World should come down .-W heel.

We took enough interest in this item to investigate how the three representative bicycle papers compared at the beginning of the new year. On examination we discovered that the Bicycling World had 240 running inches of matter, the Wheel had 242 inches, and the Cyclist and Athlete (cycling department), 285 inches. How about the type? The World was printed in brevier solid, the Wheel in long primer (onesixth larger type than we use) leaded and solid, and the Cy clist and Athlete in brevier leaded and solid. Therefore, the Cyclist and Athlete contains more cycling news thau Wheel or World, without considering the quality of the matter. What that quality is, we leave it to our readers to decide.—Cyclist and Athlete.

And last, but not least, THE SPRINGFIELD WHEELMEN'S GAZETTE, for January, contained 570 running inches and two illustrations, and a single copy sold for five cents, the same as either of the above. And now, brethren, while on the subject of comparisons, trot out your circulation,that will be of some interest to the people who support your paper,-and we will give you all a liberal handicap, and meet you on the home stretch.

## A CYCLING VALENTINE.

One of the handsomest and most unique and original ideas in chromo-lithography is the Columbia valentine, just issued by the Pope Manufacturing Company, of Boston, Mass. The design, which is in twelve colors, and mounted upon a panel, is a genuine work of art. The picture, from a painting by Copeland, of Boston, is artistically divided into three scenic sections: the first, a view of early sunrise, with fine atmospheric effect, represents the wheelman's morning ride; the center scene, appropriately framed by the tire of a bicycle, is a strikingly beautiful view of pict-

uresque country, a lady riding upon a tricycle accompanied by a mounted bicyclist, crossing a rustic bridge in the foreground; the last scene is a wheel by moonlight, the bright rays of the hublights cutting the semi-darkness. Upon the back of the panel the following descriptive poem is tastefully printed:-

## FEBRUARY 14, 1885.

A picture of the early dawn, When as I basten o'er the lea With boon companion of the morn I counsel hope, but think of thee.

A picture of the laughing noon, When o'er the rustic bridge I ride And dare interpret friendship's rune, For thou alone art by my side.

A picture when the day has fled And with it all my fears are gone, And troops of stars by Astrea led Are marshaled in the heavenly zone.

The story: morn and noon and night Bear witness to my love and thine. The moral: they who choose aright. Shall guard and prize my Valentine.

### RACE MEETINGS.

### BAY CITY WHEELMEN.

The first annual tournament of the Bay City Wheelmen was held at the Mechanics' Pavilion, San Francisco, Saturday evening, January 10. The attendance was large and the affair very successful. Track nine laps to the mile.

Seventy Yards Slow Race

Edwin Mohrig, first,

W. H. Gibbons. Half-Mile Scratch. Edwin Mohrig, first, Time, 1.37 1-4 H. Tenney, second. C. J. Schuster, third. One-Mile Handicap (Boys'). George Dixon, first, Time, 4.23 Joseph Bley, second. One-Mile Maiden H. W. Melendez, first, Time, 3.24 H. S. Blood, second.

Tana-Mile Scratch. Time, 6.52 1-4 F. E. Johnson, first, S. F. Booth, Jr., second. Five-Mile Scratch.

Time, 18.11

Thos. L. Hill, second. One-Mile, Time 4.10. J. W. Nash, first,

Time, 4-33 W. H. Meeker, second, 4.50 Ten-Mile Handicap. F. E. Johnson, first, Time, 35.30

W. J. Monroe, second. Two-Mile Grasshopper.

C. F. Thompson, first, Time, 7.58 1-4 M. Beralyshine, second.

# SAFETY BICYCLE RACE.

A six days' race of eight hours a day, open to safety bicycles only, took place at the Westminster Aquarium, London, England, from December 15 to 20. The race was open to all professionals, the following riders competing:-

			SIZE OF	P
NAME.	DISTRICT.	MAKER.	WHL.	GEARED
D. Garner,	Leicester,	Rudge,	36	56
S. Vale,	Bloxwich,	Rudge,	38	58
W. Armstrong,	Leeds,	Rudge,	.38	58
T. Birt,	Northampton,	Rudge,	1 3/8	56
R. James,	Birmingham,	Royal Mail,	38	56
A. Hawker,	Leicester,	Club,	40	64
E. Weston,	Northampton,	Rudge,	42	56
C. Drury,	Cramlingham, I	Baylis & Thor	nas, 35	46
J. Keen,	Surbiton,	Rudge,	40	521/2
D. Stanton,	London,	Facile,	44	level

The prizes amounted to \$500, with a special prize daily to the competitor covering the greatest distance each day. Keen was disabled the first day, and James withdrew after completing one hundred miles. T. Birt, of Northampton, won first prize. The full score was as follows:—

	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Total.
	M. L.	M. L.	M. L.	M. L.	M. L.	M. L.	M. L.
Birt,	107 6	104 3	109 2	105 5	101 2	102 7	630 5
Weston,	102 8	105 2	109 0	106 2	101 0	102 S	620 7
Vale,	107 6	104 1	108 2	104 3	89 0	103 3	616 5
Hawker,	99 7	105 8	89 o	106 2	90 2	69 2	540 I
Drury,	88 7	96 8	93 7	94 5	85 5	62 7	522 2
Armstrong	g,102 2	68 5	99 8	50 1	18 o	24 I	362 7
Garner,	100 0	102 3	61 3	138	14 5	18 4	310 3

## "BICYCLE RACE AT CHESTNUT HILL RES-ERVOIR, BOSTON."

The following article under the above heading appeared in a well-known story-paper under date of June 21, 1879, which may be of interest to readers of the GAZETTE, as it shows the American one-mile record (3.21 1-2) of that period, as compared with the record (2.39) of the present day.

"The bicycle season in Boston was opened in handsome style on Saturday, May 10. The 'meet' was in Chestnut Hill Reservoir, and the contest was given under the auspices of the Suffolk Bicycle Club. Considering the disadvantage of a strong headwind for half the distance, the time made by the contestants is regarded as quite remarkable. Gold and silver medals were offered as prizes by Amos A. Lawrence, who, after the races, entertained the club at his dwelling close by. The following is a summary of the contests:—

Ouarter-Mile Race. - Heats.

Quitte	-mue muce.	-1161613.	
	First.	Second.	Third.
Russel S. Codman,	3	1	1
George R. Agassiz,	4	2	2
John C. Sharp, Jr.,	2	3	dr.
G. Tappan Francis,	I	dr.	dr.
F. B. Abbott,	5	dr.	dr.

Time.—38 5-8s.; 39 1-2s.; 42s. First prize, Russel S. Codman; second prize, George R. Agassiz.

One-Mile Race .— Heats.

	First.	Second
Russel S. Codman,	1	1
Edward P. Sharp,	2	2
Frederick S. Whitwell,	3	dr.
George W. Beals,	4	dr.
Time3m. 32 1-2s.; 3m. 29 1-2s.		

First prize, Russel S. Codman; second prize, Edward P. Sharp.

	Five-Mile Race.	
G. Tappan Francis,		1
Phillip Little,		dr.
John C. Sharp,		dr.
Time -18m 42 I	-25.	

First prize, G. Tappan Francis; second prize, not awarded.

"A very great and quite extensive interest in bicycling, both as a pleasure and as a means of healthful, invigorating exercise, was manifested in the Eastern and Middle States in 1868-69. Courses were established for contests, the streets were crowded with the two-wheeled vehicles, and it was even proposed to provide them in the postoffice department to facilitate the collection and delivery of letters. Bicyclists, having no show in the streets, took possession of the sidewalks, and in a few weeks pedestrians had little show there. In New York the novelty was so overdone that it soon ran its course, and of late years but few bicycles have been seen, save in pawn-shops and junkstores. In Boston, however, the vehicle has remained popular. With over four hundred in use there, it has not been difficult to organize and maintain clubs, and these clubs, by their summer contests, have greatly increased the interest in the 'bone-shakers.'

"The best mile yet made in this country was by Mr. Agassiz, of Cambridge, last autumn, in the

race of the Boston Bicycle Club at the Chestnut Hill Reservoir, in 3m. 21 1-2s. The quickest forty-mile ride yet made here was by Mr. H. E. Parkhurst, in November last, from Boston to South Framingham and return, just forty miles, in 3h. 36m.; and the best twenty-mile run, on the same gentleman's return trip from South Framingham on the same occasion, in th. 36m. The entire run was made without a single rest, and with only one dismount. A 100-mile run has been made by the Jacquith Brothers, of Brookline, within the suburbs of Boston, in 11 3-4h. Of course, all these runs have been outdone in England where the roads are in better condition, while the riders have had several years' experience; whereas most of our riders have practiced the art only from six to eight months, and not more than one or two professionally. Probably the best rider in all respects in this country, as regards endurance, gracefulness of motion, and skill in 'fancy riding,' is Mr. William R. Pitman, of Boston.

"In the six days' professional race at Agricultural Hall, London, which began April 28, Mr. G. Waller rode 253 miles the first day, and at the end of the second day had covered 457 miles. Mr. T. Andrews rode 220 miles on the first day without a dismount. These are the best records ever made, and are perfectly marvelous. In this race they were not allowed to ride over eighteen hours per day.

"The experience of ages has demonstrated that exercise is as essential to good health as proper food. Any one acquainted with physiology and the laws of health will see at a glance that riding the bicycle must be not only pleasant and exhilarating, but highly conducive to health. In this sense bicycling is a hopeful sign of progress. If that man is a benefactor who makes two blades of grass grow where but one grew before, he should come in for a share of praise who teaches a man to go ten miles as easily and as quickly as he previously went four. 'Time is money,' and whatever of it is saved is often so much cash. As the bicycle serves its purpose in this direction, it may be regarded as a good savings institution. Riding the bicycle affords pleasurable excitement, which is what most men drink liquor for, and it leaves no sting behind. It takes men out into the pure air, into God's light and sunshine, and braces their lungs with the very breath of heaven. It is an inducement to young men who work in close apartments to spend more time in the open air, and furnishes them with a means of healthful, invigorating, and, at the same time, pleasant, exercise such as nothing else can possibly afford.

"The bicycler in New England has now his club, his course, and definitely outlined routes for suburban excursions, and his literature, a capital brochure by Charles E. Pratt, A. M., having been issued by the Pope Manufacturing Company, of Boston. There is no reason why, with the excellent roads in and about New York City, there should not a multitude of clubs find amusement, excitement, and health in this exercise.

"A seventy-two hours' tournament was opened in the American Institute building, New York City, on Wednesday night, May 14, with eight contestants, William DeNoille 'champion of America,' the favorite in the race; William E. Harding, an ex-champion of New York; Professor William C. McClellan, another ex-champion; A. P. Messenger, of Troy, 'long-distance champion'; Charles H. DeNoille, son of the favorite; William Rutland, 'champion of England'; Daniel Belard,

'champion of France'; and Thomas Walsh and W. H. Darling, both of New York, but not 'champions.'

"Following is the complete score at 10.07 P. M., May 16, just forty-eight hours from the start:—

ILES. L.	APS.		MILES.	LAPS.
37S	2 I	Darling,	198	7
358	5 I	larding,	165	1
325	1 1	Valsh,	146	2
275	1 1	lessenger,	136	5
	378 358 325	358 5 I	378 2 Darling, 358 5 Harding, 325 4 Walsh,	378 2 Darling, 198 358 5 Harding, 165 325 1 Walsh, 146

"Both of the DeNoilles expected to make over 500 miles within the seventy-two hours."

L. F.

THE WHEELMEN'S GAZETTE, published at Springfield, Mass., has become a necessity to all devotees of the cycle. The January number is full of news for the craft, and has portraits of champion cyclists. Fifty cents a year.—Woonsocket Patriot.

Chicago should maintain its claim to the touring championship, and send a strong delegation on the "Big Four" trip. A racing path is all that is needed to place Chicago ahead of all other cities except Springfield and Hartford, as a bicycling center.—Sporting and Theatrical Journal.

We want to call attention to an article that has just appeared in the January number of THE SPRINGFIELD WHEELMEN'S GAZETTE, entitled "Hartford Matters, and Our Correspondent's View of the L. A. W." This Hartford letter, signed "H.," contains in one and one-third pages more instructive reading for League members than it has been our good fortune to meet in the same space heretofore; \* \* \* which is an excellent illustration of one of the uses that a newspaper would be to the League. \* \* \* For this pithy and truthful presentment of the case, and much more of equal value, we wish to thank "H" and the editor of THE SPRINGFIELD WHEELMEN'S GAZETTE, who, like ourselves, would "like to see the article placed in every L. A. W. member's hands."-Official Gazette L. A. W.

A CHINESE LETTER.

TRANSLATION.

The Pope Mfg. Co.:-

You make the best bicycle now on the market. I like very well. I thank you to send a letter for me. I am a bicycle rider.

WING HING.

# THE -

# KANGAROO BICYCLE.

Having been appointed Agents for this celebrated Bicycle, we take pleasure in informing the public that we now have a limited stock on hand and will be fully supplied by February 15, and can fill all orders promptly as soon as received. For those not conversant with the construction of this machine, and the great points of merit which in a few months have put it at the very front of the foremost rank of road machines, we give below an illustration and brief description.

The primary object of construction is to secure absolute safety for the rider, without sacrificing the speed, comfort, or graceful carriage of the regular Bicycle, and the result of six months' hardest testing has proven, beyond a doubt, that all that was claimed for it by the makers falls far short of expressing the many points of excellence possessed by this truly wonderful little machine.

The front wheel is 36 inches in diameter, constructed with butt-ended direct spokes, gunmetal hub flanges, hollow felloes, and best weldless para rubber tire, 1/8 inch diameter.

The rear wheel is 20 inches in diameter, of the same construction as the front wheel.

The front forks, backbone and 26-inch dropped handle-bar, are all of weldless cold drawn steel tubing.

The front and rear wheels and crank axle all run on dust-proof adjustable ball bearings, the pedals on parallel bearings.

The spring is of a new variety (not shown in cut), bolted at front and rocking on a hinged adjustable support at rear. The spring can be set at any desired angle or elevation, thus making the same machine adjustable for differ-

The elements of safety consist in constructing the front fork to run three inches back of the center of the front wheel, which is attached to the fork by a steel forging in the form of a bracket, and continuing the fork some eight inches below the center of the wheel, and at its lower end affixing a short axle running in a peculiarly constructed ball bearing, to the outer end of which is attached the Crank and Pedal, and on the inner end a sprocket wheel. The outer flange of front wheel hub is also made in

the form of a sprocket wheel, and is connected to the crank axle by an endless chain of the celebrated "Abingdon Works" Company's make.

Saddle, well back of the center of the forward wheel, and the portion carried on the Pedals, below the center, makes a "header," or forward fall, an impossibility, as in case of the rear wheel being raised, the weight at the lower end of the forks would act as a lever to throw it down into

The speed is secured by "gearing up" the front wheel, i. e., the sprocket wheel on the front hub has a less number of teeth than the one

> on the crank axle, thus the wheel may be made to run as either a 48, 54, or 60-inch, 54-inch being the most advantageous gearing for general work.

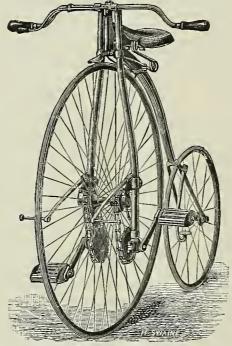
> The workmanship and materials are of the highest quality procurable, and no pains nor expense is spared to make the machine the finest on the market.

> The finish is in all cases black Harrington's enamel highly polished, all nuts and small parts being nickel plated.

> To sum up with, the Kangaroo has proven itself to be the only real safety Bicycle ever made, and to possess far superior running qualities to any. It is safer than any Tricycle, and much more speedy. Is smaller, lighter, and handier than the ordinary Bicycle. Is easier to mount and dismount; and, last of all, it has proven even more speedy than the ordinary Bicycle on the road, having won the hundredmile road race in England, beating all previous records in accomplishing the whole distance in 7 hours, 11 minutes, 10 seconds, or an average of 141 miles per hour.

> In a review of the important events of the year, the London correspondent of THE SPRING-FIELD WHEELMEN'S GAZETTE says of this race: "After all is said and done, perhaps the one 'record' which has occasioned the most widespread astonishment has been the time made in the 100-mile road race on Kangaroo safety

bicycles. Even allowing for the favorable state of the weather and wind, it was certainly a staggerer to read that a man had ridden a 36-inch wheeled bicycle 100 miles on the road in faster time than any other velocipede, not excepting the 60-inch racing bicycle, had ever covered the distance."



THE KANGAROO.

This construction, by placing the portion of weight carried on the

Notwithstanding the extra expense of manufacture entailed by an extra set of ball bearings and extra length forks, and the high finish of the machine, we have decided to place it on the market at a price even lower than any regular Bicycle of equal quality, and for the present we will supply the standard pattern KANGAROO BICYCLE at \$130.00. Ball Pedals, \$7.00 extra.

Address all inquiries and orders to

# A. G. SPALDING & BROS.

American Agents,

108 Madison St., CHICAGO. 47 Murray St., NEW YORK.

# Sale and Exchange.

We have opened a department of sale and exchange for the convenience of our readers, in which their wants may be made known at a trifling expense. It often occurs that a wheelman wishes to exchange or sell his machine, or a new-comer wishes to purchase a second-hand wheel. This department will offer the desired facilities. The charge will be one cent per word, each insertion, cash with the order. Initials and abbreviations count as words. Remember, it will only cost you 32 cents for 32 words, and such an announcement will be read by 10,000 wheelmen.

THREE BARGAINS! — 54-inch British Challenge, enameled and nickeled, ball pedals; has been used by an old rider, and run less than 500 miles; price \$110. 52-inch Harvard, full nickeled and in splendid condition; price \$100; this is an extraordinary bargain. An 1884 pattern Victor Tricycle, run but a few miles, tires show no wear, and the machine is practically new; price \$125. Any of the above will be sent on approval to responsible party. For further particulars, address H. R. BRYAN, HUDSON, N. Y.

A LL'KINDS OF REPAIRING done at from 15 to 25 per cent. less than the regular price, at any time before April 1. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—A Tandem Tricycle for two riders; in No. 1 order; price \$125; will take a bicycle as part payment. A. W. GUMP, DAYTON, OHIO.

ONE VICTOR TRICYCLE, new last September, has at once. AMERICAN BICYCLE COMPANY, SPRING-FIELD, MASS.

FOR SALE-52-inch Expert, full nickeled, dropped bars, balls all round; in fine order; used two months; is too large for ARTHUR MUNSON, STAMFORD, CT.

A LOT OF HANDY TOOL BAGS which are a little off, at just half price. They will be forwarded by mail to any part of the United States on receipt of \$1. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE-50-inch Expert; half nickeled; in the best of order; \$100. Address C. W. SPOONER, BRIDGE-PORT, CT.

LITHOGRAPHS (14 x 17) OF GEO. M. HENDEE will be forwarded to any address on receipt of 25 cents in postage stamps. AMERICAN BICYCLE COMPANY, Springfield, Mass.

A MERICAN STAR BICYCLE, 48-inch, practically new, for sale at \$42 if taken now. LAMONTE M. GREEN, ATTICA, IND.

NE LOT OF NICKEL-PLATED SPOKE GRIPS sent to any address on receipt of 35 cents in postage stamps. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

SUBSCRIBERS in remitting for The GAZETTE should not be in such a hurry to send the subscription as to forget to enclose the necessary funds—50 cents.

FOR SALE—Columbia Tricycle, new last July; in good order; \$105 cash. WM. B. KRUG, North River Savings Bank, southeast corner Eighth Avenue and Thirty-fourth Street, New York.

WANTED—A live agent in every city and town to canvass for subscribers to The Wheelmen's Gazette for premiums or cash.

CASH PAID FOR SECOND-HAND BICYCLES.—Send description to A. W. GUMP, DAVTON, OHIO.

BICYCLES nickeled, enameled, or repaired in the most thorough manner, at the most reasonable prices possible, by the AMERICAN BICYCLE CO., Springfield, Mass.

ONE 54-INCH full nickeled American Star, with rocker pedals; this machine is new and has never been taken from the original crate; price \$90. HARRY WAKEFIELD, Box 335, SPRINGFIELD, MASS.

THE AMERICAN BICYCLE COMPANY deal in all kinds of Bicycles and Tricycles, and can fill orders at very short notice. Springfield, Mass.

ONE 52-INCH AMERICAN CLUB BICYCLE, full nickeled, ball bearings to both wheels, dropped handlebars, and in excellent condition; this machine has only been run about 175 miles; price \$110. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOUND—That The Wheelmen's Gazette (circulation 13,000) is the best medium in the country for the advertising of bicycles and tricycles, either for sale or exchange.

ONE 50-INCH SPECIAL CHALLENGE BICYCLE, with roller bearings to large and plain to small wheel; full and newly enameled; \$45 cash will buy it now. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

A NY ONE thinking of buying a second-hand Bicycle of any kind will find it to his advantage to write to us for the size and kind he desires, as we have some 60 in stock which we are anxious to turn into cash. THE AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE—Forty Second-Hand Bicycles, which will be sold very cheap for cash. AMERICAN BICYCLE COMPANY, Springfield, Mass.

XCHANGE. — Would exchange THE WHEELMEN'S GAZETTE one year for 50 cents. Send the same to SPRINGFIELD WHEELMEN'S GAZETTE, SPRINGFIELD, Mass.

ONE NICE LOT of second-hand 83 Suspension Saddles at just half price. AMERICAN BICYCLE COMPANY, Springfield, Mass.

DICYCLES ENAMELED all over, if desired, with Ardell's Celebrated Enamel, for \$5. This Enamel gives entire satisfaction every time. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

LOST—Some good reading by my failure to subscribe for The Wheelmen's Gazette. Have sent my 50 cents and shall lose no more,

ONE 52-INCH Full Enameled Shadow Bicycle, with ball bearings to both wheels; this machine is comparatively as good as new, having been run only about 100 miles. \$95 cash buys it if ordered at once. AMERICAN BICYCLE COMPANY, Springfield, Mass.

THE AMERICAN BICYCLE COMPANY of Spring-field, Mass., are United States agents for the Warwick Self-Adjusting Spring Saddle. This Saddle will give entire satisfaction, and after trying one you will ride no other. Price only \$3.25.

OUTING AND THE WHEELMAN. — All true wheelmen do their outing on wheels, and when at home read The Gazette. Outing and The Wheelman, price \$3.00 per year; or sent post-paid at publishers' rates, including The Springfield Wheelmen's Gazette, one year, \$3.00.

# HARRISON'S NICKEL (DRY) POLISH

The best in the world for polishing and preserving nickelplate. A most brilliant polish can be given to a full-nickeled Bicycle in a few minutes which will keep its color much longer than by any other polish. A box sent free to any address for 10 cents. Sole Manufacturers,

MOUNTFORD & HARRISON,

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Given as a premium for TWELVE subscribers to THE GAZETTE, or a Watch and THE GAZETTE for one year sent post-paid on receipt of \$3.50.

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Can be read from the Saddle and used with a Hub Lamp.

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This Cyclometer has been greatly improved since last season by the use of a new style of movement which is much superior to the old, both in pattern and workmanship.

# THE BUTCHER AUTOMATIC BICYCLE ALARM

Is the Cheapest and Best Automatic Alarm in the Market.

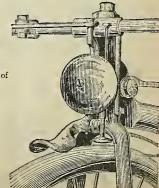
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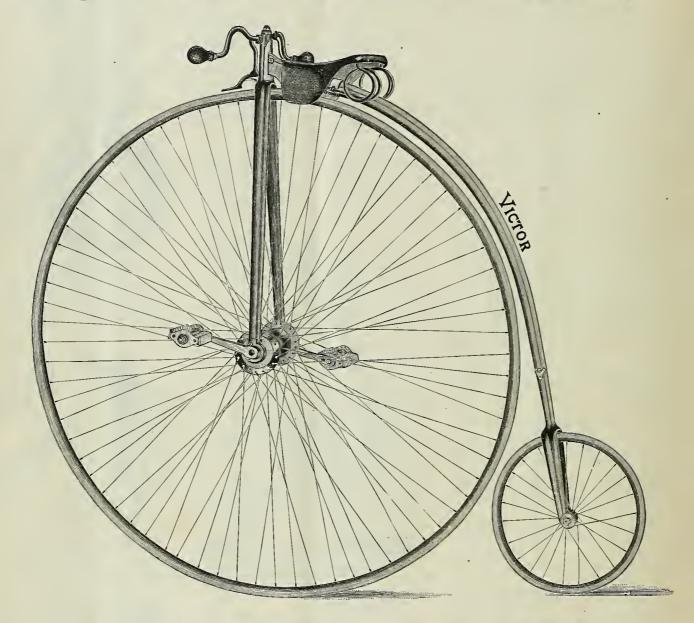
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# BEST! \* BEST!

ALL STEEL FORGINGS! ALL HOLLOW WORK IS WELDLESS STEEL TUBING!

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You should see it before ordering a mount. Send Stamp for Catalogue.

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Vol. II.—No. II.

SPRINGFIELD, MASS., MARCH, 1885.

Price 5 Cents.

# RISK ONE EYE ON THE BACK PAGE. \*\*

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ON THE ROAD.

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We have opened a department of sale and exchange for the convenience of our readers, in which their wants may be made known at a trifling expense. It often occurs that a wheelman wishes to exchange or sell his machine, or a newcomer wishes to purchase a second-hand wheel. This department will offer the desired facilities. The charge will be one cent per word, each insertion, cash with the order. Initials and abbreviations count as words. Remember, it will only cost you 32 cents for 32 words, and such an announcement will be read by 10,000 wheelmen.

A DOUBLE BREECH-LOADER, by "Blissett of Liverpool," 12 gauge, with tools and shells complete; in perfect order; cost \$160. Will sell cheap, or exchange for a Bicycle fitting a 34-inch leg. Correspondence solicited. R. H. SCHONEN, BETHLEHEM, PA.

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CASH PAID FOR SECOND-HAND BICYCLES.—Send description to A. W. GUMP, DAYTON, OHIO.

50 INCH full nickeled 1884 Columbia Expert, used but little, for sale cheap. O. E. HULL, CHARITON, IOWA.

FOR SALE-A 50-inch Columbia Standard, in first-class repair; \$45. ELMER DWIGGINS, ATTICA, IND.

FOR SALE—A Tandem Tricycle for two riders; in No. 1 order; price \$125; will take a bicycle as part payment. A. W. GUMP, DAYTON, OHIO.

FOR SALE-50-inch Expert; half nickeled; in the best of order; \$100. Address C. W. SPOONER, BRIDGE-PORT, CT.

FOR SALE — A 53-inch British Challenge Bicycle, full nickeled, balls in both wheels; run one season; price, \$87. J. M. HATTLER, Lyons, N. Y.

FOR SALE CHEAP—A 54-inch British Challenge, in good order, full nickeled except felloes. Address BICYCLE, Box 1502, Springfield, Mass.

FOR SALE — 52 inch, half bright and painted, Standard Columbia; ball bearings, Hill & Tolman alarm; excellent order; \$75. L. W. WORTHINGTON, WINONA, MINN.

FOR SALE — 52-inch Expert, nickeled frame, enameled wheels, new pattern backbone, spring clip, etc.; good as new, except tires; price, \$100. C. G. H., P. O. Box 448, HARTFORD, CT.

FOR SALE-52-inch Expert, full nickeled, with McDonnell cyclometer, Hill & Tolman alarm, Duryea and longdistance saddles; all in first-class condition; too small for present owner. H. D. BROWN, Weedsprort, N. Y.

OOK OUT FOR THE BICYCLING WORLD OF April 3, 1885. You will be pleased with it. Five cents a copy. BICYCLING WORLD, 8 Pemberton Square, BOSTON. MASS.

ONE VICTOR TRICYCLE, new last September, has not been run 50 miles; \$125 cash will buy it if ordered at once. 52-inch Harvard, full nickeled, splendid condition. C. NORTHERN, NASHVILLE, TENN.

VICTOR TRICYCLE, 1884 pattern, new last fall, extra ribbons, bolts, etc.; in perfect condition; \$140. Also, 52-inch Harvard, enamel and bright; excellent condition; \$90. P., Box 96, EAST ORANGE, N. J.

WANTED — Every wheelman to read The Bicycling World for April 3, 1885. It will be interesting. Order your paper in advance.

WANTED—To purchase a Kangaroo Bicycle, if in good condition and cheap. Address, stating price, etc., GEO. B. HAYS, 94 Fifth Avenue, PITTSBURGH, PA.

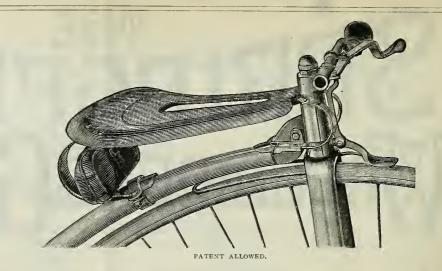
WANTED—To hear of a cyclist who never saw THE BICYCLING WORLD. Let his name be sent, and we will send him a sample copy. \$2 a year. Samples free. BICYCLING WORLD, BOSTON, MASS.

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WANTED,—EVERY BICYCLE AND TRICYCLE
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HIS FULL ADDRESS AND BUSINESS CARD TO

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OFFICE OF THIS PAPER.



THE ABOVE CUT SHOWS

# The Perfect Hygienic Bicycle Saddle

As attached to machines of the closed head type. We make a special pattern for the "Star" machines. It is also applicable to open head machines, such as the Harvard and Standard Columbia.

The construction of the Saddle is clearly shown in the illustration. Please notice:

I.—There are Springs at Both Ends. A jar from either wheel is thus fully compensated and no vibration is felt by the rider. No jar whatever is communicated to the seat proper.

2.—That the Springs at the front end give protection from jars where most needed—in which respect this Saddle differs from all others.

3.—There is no metal frame under the leather. The rider cannot come in contact with metal unless the saddle be so slackened as to strike the backbone.

4.—The tension can be regulated at will, by simply setting the clip that secures the back springs backward or forward. The rider can thus adjust his machine to his size perfectly.

5.—This Saddle adjusts itself in width, the long cut-out allowing it to yield to the shape of the rider, and obviating all chafing or soreness.

6.—The Saddle is longer and larger than any yet made, affording a good seat, while the weight is perfectly distributed over the ischial tuberosities.

7.—The oblong cut-out in the Saddle removes all pressure from the perinæum, the weight being placed upon the ischial bones, just where it comes when sitting in a chair and where nature intended it should come. The saddle is thus perfectly hygienic. Eminent medical men are pointing out the danger of the existing saddles, claiming they have a tendency to produce serious urinary difficulties. We think they exaggerate the danger. But

8.—We offer here in the "Perfect," a Saddle which overcomes all such objections and removes all danger. The cut-out removes all pressure from the perinæum. This alone would not entirely overcome the objections urged. The jarring upon the ischial bones would bruise the tissues overlying them and the irritation thus set up would extend to the urethra and prostate gland. The "Perfect" Saddle, by completely compensating all jars, prevents all chafing, bruising, soreness, or discomfort of any kind. Whether the medical men's objections are well taken or not, the safe plan is to ride a "Perfect" Saddle.

g.—The Springs completely compensating the jars, the body of the rider is thrown downward rather than upward and the tendency to headers decidedly lessened. It is the safest saddle made.

10.—It is light in weight while practically indestructible. Complete with all clips, bolts, etc., its weight is but a trifle over two pounds. It is thus lighter than the ordinary flat spring and saddle.

rr.—The material used is the finest ever put in a bicycle accessory. The leather is the finest procurable in the country. A first-class hide will furnish but four or five saddles of the requisite quality. We invite a comparison of our leather with that in other saddles. The Springs are from the finest crucible steel, tempered by one of the best smiths in the country. We guarantee them not to break. The bolts are of steel made from Norway iron stock, with solid heads and nuts. The nickeling is the finest possible.

12.—To more completely strengthen the saddle a reinforcing piece of leather is sewed on the under side as shown. There is scarcely any tendency to stretch, as the blows are compensated by the springs and not transmitted with any appreciable force to the leather.

We have said this much simply to induce you to examine and try a "Perfect" Saddle. In ten minutes on the road this saddle will say more than we could in a whole volume. Put it to the severest test possible and you will never take it off your machine. We could submit testimonials, but we prefer to let the saddle talk, as it is the best witness.

For this season we will furnish this Saddle only in full nickel. **Price**, \$6.00. Our aim is not to furnish a cheap saddle, but the finest saddle that steel and leather will make. Liberal discount to the trade. Ask your dealer to see "The Perfect Hygienic." Or order, stating what machine you ride, direct from the maker,

# T. J. KIRKPATRICK, SPRINGFIELD, OHIO.

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JUST WHAT YOU HAVE BEEN WAITING FOR!

HIGH-GRADE BICYCLES AT MODERATE PRICES.

# THE AMERICAN SAFETY, AMERICAN CHALLENGE, THE IDEAL BICYCLES.

\* Strong, Light, Beautifully Finished, and All Parts Interchangeable.\*

PRICE LIST	PRICE LIST	PRICE LIST
THE AMERICAN CHALLENGE.	THE AMERICAN SAFETY.	THE IDEAL BICYCLE.
Standard Finish. Small Parts Nickeled.	Standard Finish. Small Parts Nickeled.	Standard Finish. Small Parts Nickeled.
60-inch, \$82.00 58-inch, 80.00	42-inch,	50-inch,
56-inch, 78.00 54-inch, 76.00	78.00 The reach of a 54 and 56 ordinary Bicycle.	46-inch, 60.00 44-inch, 54.00 42-inch, 42.00
52-inch, 74.00	46-inch, 80.00 The reach of a 56 and 58 ordinary Bicycle.	38-inch,

DON'T FAIL to send for our 1885 Illustrated Spring Catalogue, which will be issued March 1.

DEALERS, send us your orders for the Spring Trade at an early date, thus ensuring prompt shipment, and avoiding the delay that is more or less caused by the rush of the early season's trade.

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MEMPHIS, TENN.

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Of any kind, send stamp to

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Second-Hand Bicycles taken in exchange, Bicycles repaired and nickel-plated. Cash paid for Second-Hand Bicycles.



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**ADJUSTABLE** 

# LONG-DISTANCE SADDLE!



Spring Frame, Perfect Adjustment, Light, Strong, Elastic, Easy. Completely Absorbs All Vibration.

Weight only 18 ounces Price, \$4.00.

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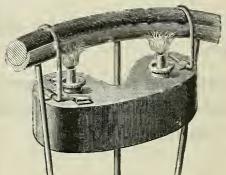


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# THE SPRINGFIELD

# WHEELMEN'S GAZETTE.

A JOURNAL OF CYCLING. PUBLISHED MONTHLY.

Vol. II.—No. 11.

# SPRINGFIELD, MASS., MARCH, 1885.

PRICE 5 CENTS.

# Terms of Subscription.

One Year by mail, post-paid,	-	-	~	<ul> <li>50 cents.</li> </ul>
Six Months "	-	-		- 25 "
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HENRY E. DUCKER, - - - Editor and Manager. Chas. A. Fisk, - - - Treasurer.

Communications must be in not later than the 20th of each month, to secure publication for the following month.

Address all Communications to The Springfield Wheel-MEN'S GAZETTE. Make Checks and Money Orders payable to Chas. A. Fisk, Treasurer.

Entered at the Post-Office, Springfield, Mass., as Secondclass Matter.

## OUR RECORD.

THE SPRINGFIELD WHEELMEN'S GAZETTE with this number furnishes to its readers the largest cycling paper ever published in the United States. We have also gone to the expense of publishing a specimen of an official organ for the consideration of the members of the League, and we think none can gainsay but that this is truly a record number.

We have the pleasure of giving to our readers one other record of which we may be pardoned for feeling a trifle proud; it is no more nor less than one more record to the many now held by the Rudge wheel. Messrs. Stoddard, Lovering & Co. present to the readers of the GAZETTE the most expensive and largest single advertisement ever given to any cycling paper in the world. It is an additional evidence of the prosperity of this old established house, and of the enterprise which has characterized the Rudge wheel since its introduction in this country, and shows the esteem with which the GAZETTE is held by our largest advertisers. This number is mailed to nearly 17,000 wheelmen, and the edition weighs nearly four tons, to say nothing of the excellent matter (reading and advertisements) contained within its pages. This is not a Christmas number, but a spring opening for the trade.

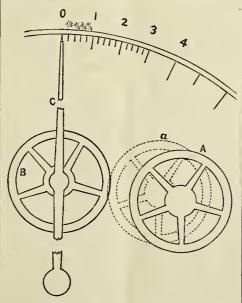
### VARIATIONS IN TIMING.

In England timing of cycle races is done by an official time-keeper, appointed by the National Cyclist Union. On this side of the water we usually have two or more timers on the first man, which is the only correct method, and then when a variation is made, by taking the slowest we are more apt to be correct. During the one-mile race at Springfield, last fall, when John S. Prince made his famous 2.39, a majority of the watches gave him 2.38 4-5, and as the watches used on this occasion were of the best and regulated so fine that a variation of one second in twenty-four hours was unthought of, the fact that there was a variation has led us to investigate with the following results, which we think will prove new to almost all time-keepers, since in an elaborate article on timing in the Cyclist, which was republished in the Bicycling World, we find no reference was made

to it. It is possible for two watches, regulated alike, started at the same time, and stopped at the same time, to have a variation of one-fifth of a second, unless the beat of the watches are in perfect unison, which would be almost impossible.

The motions of the hands of a watch are intermittent, and the movements in those commonly used for timing occur at intervals of one-fifth of a second. This being the case it follows that while it is possible that the correct time may be registered, it is much more apt to vary from it by some fraction of one-fifth of a second. To gain a full understanding of this it is necessary to learn something of the mechanism used to impart motion to the hands of a chronograph, the following illustration of which will serve to show one of the many forms used.

The watch commonly used for this purpose is what is technically called the 18,000 train, i. e., the balance wheel gives 18,000 vibrations per hour, or at an interval of one-fifth of a second. At each vibration the wheels are liberated for an instant, perform a certain part of a revolution, and are brought to a stop, where they remain until the next succeeding vibration again liberates them. These motions are registered on the dial in equal distances by marks each of which indicates one-fifth of a second.



The above illustration represents a portion of a watch dial, with the wheels used to communicate the motion to the hands.  $\mathcal{B}$  is the wheel to which the hand  $\mathcal{C}$  is secured.  $\mathcal{A}$  is a wheel constantly in gear with the train of the watch, and is thrown in and out of gear with the wheel  $\mathcal{B}$ . The full lines  $\mathcal{A}$  represent the wheel out of gear, and the dotted lines  $\mathcal{a}$  in gear. Now let us suppose a race started after the balance has given a vibration and finished before it has had time to record a second one; it follows that no time whatever would be recorded. If on the other hand it was

started just before the vibration is given and stopped immediately after, one-fifth of a second would be recorded, while the time occupied might be less.

# 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 21 22 23 24 25 26

Fig. 2 will better illustrate and more minutely carry out the idea. O is the starting point of the vibration, A the finish, or 1-5 of a second; the figures denoting 1-100 of a second, from 1 to 26 is 26-100 of a second. We will suppose that a race start at 1; should it end at 19, no time whatever would be recorded, although 18-100 of a second had elapsed. If on the other hand the race had started at 18 and finished at 21 and only 3-100 of a second had elapsed, the watch would record 1-5 of a second, or 20-100, which accounts for the variation in timing which so usually occurs, together with the fact that it is almost impossible to start and stop watches exactly at the same instant.

### L. A. W. GAZETTE.

Of what use? Its significance? Whether weekly or monthly? and Can the League afford to publish its own organ? are the problems members, officers, and others have been trying to settle in their own minds for the past ten months, each with his own peculiar idea. A paper published weekly the same as the present gazette meets with the approval of a large number of readers who want a paper for official business and that only, that class of readers preferring to buy such cycling publications as are best suited to their tastes. Others want a monthly paper, and think that is often enough for all practical needs. To our mind, there is too much time and newspaper talk wasted on what is, or should be, the least of our troubles; for, were we to devote as much time and energy to the real work and needs of the League as have been devoted to trying to convince our brethren of the wheel of the importance of publishing the official gazette, the League would amount to double what it is at present.

To outsiders it must seem as if the only object of the L. A. W is to publish a paper, for scarcely a cycling paper for the past year has been issued that has not contained some allusion to the gazette. We have had it served up in all styles, some of which could not but satisfy the most fastidious. For our part we have kept out of the controversy, although we have allowed our correspondent to answer some of the numerous attacks on the present very acceptable official gazette. For, say what you will, the Amateur Athlete has filled the bill admirably and to the entire satisfaction of the League at large. The publishers have fulfilled their part of the contract faithfully and in a creditable manner. The price paid by the L. A. W. for the present form of their paper is very low, and it cannot be published for any less sum unless published in a monthly form.

Of what use to members of the League is the

gazette with only dry official news? Not much to many, as a paper coming weekly, and containing such news only, the majority do not care to wade through; but to those members who have the interest and welfare of the League of American Wheelmen at heart, the gazette is just what is needed, they could not ask for more, and they would not wish for more, for they want their news in a compact and readable form, separate from all other news, ready for reference and handy to get at.

Is the gazette in its present form the best it can be as an incentive to wheelmen to join the L. A. W.? In this respect we think not. Why? Because it goes to the members only. What is wanted to increase the membership is that the League should publish its news in a live and influential paper, one that has a large circulation outside of League members. The continual reading of League news by non-League members would sooner or later create in them an interest for the L. A. W. that could not be accomplished in any other way, and the result would be a large increase in membership, which is what we are striving for. The country is so large that the present membership is unable to cope with the question of parks, roads, etc., etc., which should be the duty of the League.

We have been besieged now for nearly a year with all sorts of questions and suggestions as to the League organ, and we have also received numerous regrets that The Springfield Wheelmen's Gazette was not made the official gazette, all of which we have considered in a friendly manner. But the plain truth is, we are better off without it, and, as the organ committee can testify, it was only after repeated requests that we made any bid at all. Yet we did put in a bid and got left, and that is all there is to it, a fact which we do not regret.

At the request of Eugene M. Aaron, made sometime ago in the official gazette, that we offer some practical hints that would be of benefit to the L. A. W., we have in the present issue offered a brief sketch for the consideration of the League, which we hope will help to decide, in the minds of many, whether a monthly League organ would suit them better than a weekly as at present. If our mite will aid in settling this vexed question among the League members, we shall have the pleasure of accomplishing at least some good, and it is with that end in view, that we present to the wheelmen of the United States, and the League members in particular, a form of a monthly official organ for the League of American Wheelmen. The present number complete is but the filling out of the sketch that we submitted to the L. A. W. officers last May in Washington. We have made no improvements over what we offered then, but have kept to our original idea. The officers at that time in their fullness of wisdom chose the Amateur Athlete as the official organ, and we think none can gainsay but that the choice was a wise and judicious one on their part.

In order to make our conception of an official gazette as a monthly publication intelligible, we have taken a little liberty with official news. Some of it will be found to be old,—in fact, the greater part of it,—but we hope that it may prove acceptable to our readers, and assist them in determining what they really do want in a League organ.

At the officers' meeting in New York, Feb. 23, a committee was appointed to consider the organ question and to report at the annual meeting.

### FROM OUR BRITISH CORRESPONDENT.

During the five weeks that have elapsed since I last wrote you, we have had a surfeit of rain and wind; our roads are in a shocking state, and the hardiest of riders have reduced their performances to a minimum. The C. T. C. Gazette this month contains the first announcement of a "prospective tour," which, it is said, was duly carried out, two members of the North London Tricycling Club riding a tandem tricycle towards Birmingham, to attend the Speedwell show. They claim a record of 44 miles in 12h. 20m., which will give some idea of the sort of surfaces they had to plough through.

The exhibitions of the Stanley and Speedwell Clubs have now become matters of history. Both were successful, but the former's glory was a trifle shorn by the boycotting efforts of certain cycle makers; whilst the Speedwell Club, although not threatened by any such defection, had to deplore the absence of several of the best firms, including the Coventry Machinists Co., Limited, Starley Brothers, Hillman, Herbert & Cooper, and the Sparkbrook Company.

The Stanley show was held in a large marquee erected for the occasion on a plot of building-land on the Thames Embankment. It remained open from January 28, to February 3, the charge for admission being a shilling. Chief among the bicycling exhibits were some "New Rapid" roadsters, by the St. George's Engineering Company, built expressly for Clark & Co., Baltimore, with a view to the wants of the American market; this firm also showed a racer with a beautifully rigid lacedspoke wheel. The handle-bar of the roadster is removable by means of two cotters; a similar removable handle-bar was exhibited on the Sanspareil bicycle; and Rucker had a handle-bar allowing one-half to be detached from the central lug. Carver came out with one of his hollow spoke bicycles which were so popular several years ago, and the burnish upon which is so bright as to be mistaken for plating. Travers's racing bicycles are becoming popular; one scaling nineteen pounds was exhibited with a nickel-plated saddle, un-

It was in dwarf bicycles-miscalled "safety" -that the most novelty was apparent, nearly every firm turning out a machine of this class. The Rudge and its imitators were most numerous as a class; these machines drive the front wheel by two chains gearing a 36-inch wheel up to 60-inch, more or less, as required by the purchaser; their safety depends upon the amount of rake, which is at its minimum in the Rudge and its maximum in the Challenge, but the greater the rake becomes the more tricky and unsteady is the steering; thus, on the Rudge itself the rake is so slight that a good bicyclist can ride without using his handles, but on the Challenge the steering is very unsteady until the rider becomes accustomed to it. The second class of dwarf bicycle is reversed; the rear wheel is driven by a chain, and the small front wheel steers, sometimes by a sloping steering-post, at others by an upright steering-post with bridle-rods to connect it to the steering-fork head. This pattern needs considerable practice to ride well, but the machines with vertical steering-posts are generally found steadier than those with sloping posts; the ordinary bicyclist on mounting one finds himself all at sea, the feet being powerless to assist in steadying the bicycle, and the small wheel being so easily turned from side to side that a tight hand has to be kept on the steering bar, and a continual movement

from side to side maintained to preserve the balance.

The Rover is a sort of cross between the two. Its small rear wheel drives, but instead of a smaller front wheel it has a larger front wheel which steers, the action being steadier than with a diminutive steering wheel.

The Devon is a notable exception. Built on the second-class pattern above described, with sloping steering-post, it very much resembles the American Star in appearance, but it has the peculiar quality of an adjustable rake, the saddle and treadles swinging on their center and being locked in any required position, after the fashion of the Devon swing-frame tricycle.

The Sterling is another departure. Resembling the Rudge in outline, it is worked by means of two inter-geared toothed wheels, instead of two wheels and a chain; the action of the pedals is consequently backward, the feet rotating in a direction opposite to that of the wheel. This motion is not so difficult to become accustomed to as might be expected; I rode the machine at the first trial.

The Rucker dwarf "safety" was the most novel thing in the whole exhibition. It is convertible for one rider or two riders. As a single, it resembles the Rudge, but when required for two riders an extra saddle is placed in front of the head, and another pair of pedals, handles, and chains being fitted, two men ride it, only the rear one having control over the steering. It ought to be very fast, but of course such a small machine looks the height of absurdity with two tall men huddled together on it.

In tricycles the most noteworthy exhibits were as follows: "Cripper" style tricycles in several modified forms; these are front steering, double driving, central-geared tricycles; with a handle-bar on a sloping or vertical steering-post, instead of side handles and rack-and-pinion steering. Humber, Cunard, Carver, Rucker, Invincible, Quadrant, and others were shown in this style. The last named, the Quadrant, is a noteworthy departure from beaten tracks, steering forks being done away with, and the very large steering wheel used taking its bearing upon quadrant-shaped runners, so that there is a rigidity about the steering and a diminution of vibration that is very noticeable.

The "Hansom" was *the* totally new tricycle, but it has yet to bear the test of actual riding; everything in it, from foot motion to saddle and handles, displays originality.

A wonderful ten-speed tricycle is, like the mammoth locomotive engine, a magnificent failure.

Tandem tricycles in many forms were exhibited, but many so-called were in reality tandem quadricycles, more or less on the Club tandem principle. The Centaur Company's machines were all well-balanced tricycles proper, one new mount being adapted for two ladies to ride, instead of necessarily a pair of riders of opposite sexes.

Hudson's Connection is of various shapes, consisting of a tube with suitable terminals to connect the two driving wheels and frames of any two tricycles, the steering wheels being removed, to convert them into a tandem quadricycle.

Carrier tricycles in various forms were in profusion, front and rear steering tricycles, in various styles, being provided with large baskets for the carriage of parcels.

Amongst the "white elephants," two were noticeable. The Remicycle is a tricycle with rowing

motion, working with oar-like levers eonnected to the wheel hubs by steel wire cords passing around clutch discs. The Monocycle Tetrakis is a huge quadricycle made of four bicycle front wheels, forks and handles, connected in a square by a dreadful looking series of stays and rods.

What occasioned more attention than anything else at The Wheeleries-as the Stanley Club's tent was called-was the new water cycle patented by John Keen, the veteran professional. This consists of two canoes, joined by tubing, with a raised saddle, handle-bar, and pedals, for a rider. Thus far it resembles the American Marine bicycle; but in place of screw-propellers, the water cycle is propelled by two floats attached to connecting rods in such a manner that the floats sweep through the water as the pedal crank deseends, and at the moment when the cranks are at their dead-centers the floats are both elear of the water. Keen is making some very fast time on this machine, on the river Thames, beating the fastest of doublesculling men in racing boats; and he intends to mount a second set of pedals and floats, to connect it into a tandem, before crossing the channel to France on it.

Amongst sundry exhibits, a tricycle lamp, fitted with electric light, attracted some attention, but its weight and expense will be too great for general adoption. The celebrated "cradle" springs were shown in two improved forms, and a radical improvement consists in their prices being reduced all-round to half a guinea. The "Crypto Dynamic" two-speed gear for hill-climbing has now stood the test of eonsiderable use, and was exhibited in tricycles of various patterns; a special form of "Crypto" is now made for export, all being ready for affixing to any tricycle.

At one end of the marquee, a group of "record machines" was displayed, consisting of Humber tricycles, Invincible tandem tricycle, Kangaroo and Facile safety bicycles, and Humber racing bicycle, which now hold most of the records for fastest times on the road and the path.

The Speedwell Bicycle Club's exhibition opened at Bingley Hall, Birmingham, only two days after the Stanley show had closed in London. Many of the machines were the same at both places, but at the Midland metropolis there was no limit placed on the multiplication of replicas. The Stanley Club have a wise rule against any more than one machine of identical pattern being exhibited; but at Bingley Hall an aggravating display of repetitions was made by some firms, Rudge & Co., notably, occupying a stand running down the entire length of the hall. The attendance of visitors at this exhibition was much smaller, during the daytime, than in London, but after working hours the "Brums" turned out in force, and crowded Bingley Hall, from 8 to 10 P. M., or "from 20 to 22 o'clock," as the new time has it. A wide gallery runs around Bingley Hall, which was available for the practical trial of tricycles and dwarf bicycles, the wobbling about of novices upon the latter unaccustomed mounts producing considerable amusement among the spectators.

There were very few novel points among the Speedwell exhibits which I have not already spoken of when referring to the Stanley show. Several firms produced astonishingly cheap bicycles, sound-looking roadsters ranging in price from £4 up! Lloyd and Dewey, both of Wolverhampton, are the best known firms in these very cheap lines.

The Quadrant tandem is a new departure, the rear rider being provided with a treading motion, may be taken as approximately correct.

bell-crank levers, taking their fulcra on the frame, eonnected with the front pedals, abolishing the need for an extra chain.

Several new stop-bells and gongs were exhibited; but their only points appeared to be excessive complication.

New saddles are plentiful, from the Duryea, introduced from America, down to the laced saddle brought out by a German firm. Lamplugh & Brown increase the flexibility of the Eclipse saddle by suspending the leather across india-rubber buffers, and Levi goes to the opposite extreme by stamping steel plates from a wooden pattern, and asking us to believe that an unyielding surface will be best, on a good spring.

Singer's carrier tricycles attracted much notice; some were fitted as ordinary parcels carriers, with a large basket; others had a milliner's box; one was provided with a parcels "van," as now used for our Parcels Post; and another was fitted up for a dairyman, with large milk-can, bread-basket, and small hand-can.

Prominent in the center of the hall, were a number of large show-cases containing 395 prizes won by nineteen members of the Speedwell Club, the value exceeding £4,000.

It is said that business was brisk at both the exhibitions, the makers at the Stanley in particular, taking more orders than they expected; so that "the season" for the factories has now fairly commenced.

The Gazette of the Cyclists' Touring Club appears this month without the usual list of renewed subscriptions. Some 12,000 members, out of last year's 16,625, have renewed their subscriptions, and the Council has determined not to go to the expense of including the list in the Gazette, but is having it printed for sale at cost price.

The long-pending lawsuit between Bown and Humber has been terminated by Humber consenting to a decision in Bown's favor, paying costs and agreeing to pay £200 for past royalties, and a future payment of £100 annually for a license to use Bown's patent bearings.

Several rumors of other threatened lawsuits have as yet resulted in nothing. Two or three cycling journalists have been threatened with actions for libel, but their responses to sundry wild demands for apologies and damages have usually been to the effect that the grass will grow green above their graves before they concede either; and the threateners have summarily collapsed.

Another camping project has been mooted. Harrogate is admittedly too far north for Londoners or South of England riders to attend, and last year's Whitsuntide camp at Alexandra Park demonstrated the futility of attempting to run a camp near London. Brighton is now hit upon as a likely scene for a camp, at the period of the August Bank holiday, and there seems every prospect of some Southern clubs taking the matter up and carrying it to as successful an issue as the North of England clubs do the camp at Harrogate.

A paragraph has been going the rounds, originating in an American athletie paper, alleging that G. L. Hillier and his sister will visit America, and ride a sociable, this coming season. In his paper, *The Tricyclist*, G. L. Hillier says that he has only three slight corrections to make; first, he is not going to America; second, he wouldn't ride a sociable if he did go; and third, he has not got a sister! With these trifling revisions, the item may be taken as approximately correct.

Concerning another cycling visitor to your shores, rumor speaks more truly. H. W. Gaskell is about to leave England for Boston, where he will open a depot for the sale of the Coventry Machinists Company's cycles.

The youngest of our weeklies has recently added a striking novelty to its regular features, consisting of a weekly cartoon, after the comic paper style, hitting off the current event of the week.

The Rucker tandem bicycle is now referred to as the long-looked for "Coming Bi. and Bi."

The tricycle is introduced into the pantomimes on several of our stages this season. At Birmingham, the Trades Procession affords an opportunity for the town of Coventry to be represented by a tricycle as its staple ware; and at Leicester a sociable is impressed into the service for rescuing one of the characters from durance vile, the clown and pantaloon subsequently going through some comic business with the machine.

The Liverpool Local Center of the National Cyclists Union is in the throes of a mighty upheaval. Club jealousy rankles high in Liverpool, and at the annual general meeting of the Center the chairman deprived one of the largest and most active clubs of its right to vote, on some technicality; subsequently the Executive in London ruled that the chairman was wrong, and that the meeting must consequently be held over again. Forthwith the Liverpudlians took umbrage, and determined to dissolve the Center. As yet the dissolution lacks confirmation, it being decided on at an informal meeting; but it is expected in well-informed circles that the Center will at the word be reformed and started anew under fresh management.

The Halesowen and Solihull road-surveyors have again been haled before the magistrates, and it being reported that the roads remain unrepaired, an independent survey has been ordered by the magistrates, and the Union will prosecute the matter in a month's time.

Some of our tricycling clubs have been discovering the fallacy of supposing that women ean advantageously be admitted to active membership in clubs on an equality with men. The South London Tricycle Club was the first to adopt female suffrage, closely followed by the North London Tricycle Club. The former club has almost been killed by internal dissensions, in which the women took no small part; but luckily the death of the Tricycle Union removed the chief bone of contention. The North London Tricycle Club has gradually discovered the error of elub life for women, and at last has boldly reconstructed its constitution, admitting women to honorary membership only, and inviting them to attend the club runs on certain specified days each month, only.

The January meeting of the National Cyclists' Union council was very largely attended, nearly a hundred delegates being present. The unusual length of the agenda resulted in an adjournment, after the Executive and handicappers had been elected. The adjourned meeting took place last night, the principal business being the adoption of a new code of rules and regulations for race-meetings, which had been prepared by the Executive. The draft code contained a fearful quantity of bad grammar and punctuation, the latter being eredited to the printers; and after deliberations lasting upwards of four and a half hours the code was revised and adopted, the amateur definition being referred back to the Executive for revision in a more artistic form.

WAVERLEY.

LONDON, ENG., February 13, 1885.

JOHN S. PRINCE.

Editor Spring field Wheelmen's Gazette:-

On receiving your command regarding my procuring a biographical sketch of Mr. John S. Prince, for the February number of your GAZETTE, I made it my business to have a personal interview with Mr. Prince, and to get the only full and complete sketch of the champion ever given to any journal.

On presenting my credentials as your traveling correspondent, the ice was at once broken, and after your request was made known, Mr. Prince stated that he would willingly furnish any information desired by the "prince" of bicycle journals.

JOHN SHILLINGTON PRINCE was born at Langley Green, Birmingham, England, November 27, 1858. From childhood he displayed a taste for athletic games of every description.

Mr. Prince first turned his attention to cricketing, and became a member of an amateur club which was located at Langley Green. The now champion professional bicyclist soon showed such proficiency and superiority at the bat and wickets, that he was singled out to join a professional team, and took an active part in all the club matches, which were many. After a tour of the country was indulged in, Mr. Prince resigned, previous to the club's departure to the antipodes.

Mr. Prince, in 1878, turned his attention to the bicycle, which at that time was commencing to attract general notice. His first lesson was taken on a somewhat improved wheel, made by Mr. Tom Dodd, of Steel-house Lane, Birmingham, which had the then new steel spokes and rubber tire, and was considered a luxury over the old "bone - shaker." Mr. Prince joined the Langley Green Bicycle Club, being soon promoted to its captaincy, and speedily becoming known as a fast amateur. It seems, there was not so strict a line drawn at that time as now between amateurism and professionalism, and the now fastest mile

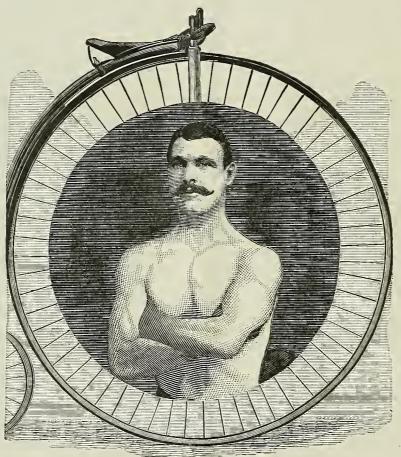
rider in the world rapidly rose to eminence and popularity.

Mr. Prince said, "When I won this silver medal," pointing to a charm on his watch-chain, "I thought I had won a city, but," added the champion, "I suppose all amateurs feel that way on winning their first race."

"Yes," replied Mr. Prince in answer to a question, "I rode many amateur races before turning my attention to the professional path. I suppose my amateur winnings would almost fill a wheelbarrow. My principal races took place around Birmingham, where I am well known. I turned professional late in 1879, only remaining an amateur a little over one year, having found there was little money for me in it, and having tired of my trade, which was that of a brass founder. I at

once challenged the leading professionals of that time, which were John Keen, Fred Cooper, David Stanton, and others."

Mr. Prince created great excitement by his fast riding, on his entering into professionalism, and met and defeated the following good ones: John Keen, Fred Cooper, Gillett, Bills, James, Owen, Palmer, Johnson, Terront, De Civry, and others. In the memorable dead heat run with Fred Cooper, the "run off," which Prince won, placed him very high in public opinion, for at that time Cooper was thought to be invincible. The distance was one mile, and the event took place at Leicester. Three Wolverhampton handicaps in succession were the never fading laurels added to the fame of the boy from Langley Green, and I believe Mr. Prince is the only man who enjoys the honor of three in succession.



JOHN S. PRINCE.

In the summer of 1881, a professional race was advertised at Hingham, Mass., and consulting the programme the reader found that the entries consisted of Fred S. Rollinson, the then champion of America; John Wilson, "the Boston flier"; Thomas Harrison, and a new name, which read, "John Shillington."

The bicyclists and people familiar with the sport wondered who the stranger could be, having never heard of him before. When the bell rang for the start, all the riders came to the post, and Mr. "John Shillington" was sized up as a bad man. His immense muscular proportions alarmed his competitors, and they "felt in their bones" that the stranger was no ordinary rider. The word "go" was given; the distance was two miles, the others making the pace, the unknown

keeping behind them, riding easily. When one-half the distance had been covered the stranger, who was riding a Yale, keeled over endwise, and the others keeping on looked as if they would have a soft thing, when, lo! the unknown straightened out his handle-bar and pedal, which had been hurt in the fall, and springing into the pig-skin rapidly overhauled his now faradvanced competitors, and beat them on the post, to the utter astonishment of the competitors and spectators. Rollinson gasped "Wood!" Wilson, "Cooper!" and Harrison said "Howell!" but it soon leaked out that the stranger had forgotten to add the important last word, "Prince," to "John Shillington."

Afterwards, Mr. Prince challenged the Harrison brothers to ride conjointly against him, defeating them easily. Mr. Fred Rollinson was then

anxious to "down" the newcomer, also meeting with defeat. Mr. Prince's other races are many; the most important ones being against LeRoy and his horses, with Rollinson as partner; his races against L. T. Fry; against Woodside, Young, Neilson, and Wilson, beating the four in a 20-mile race, in which he allowed them to change every five miles. His many races against horses, and all comers who cared to tackle the "invincible," are too numerous to mention.

Mr. Prince has identified himself with and brought out nearly all the fast amateurs of America, including R. P. Ahl, of Boston, - the first man to make a mile inside of three minutes, in this country, and who, though he was somewhat of a weak lad, after a few weeks' careful practice with Prince astonished racing men by his bursts of speed, - J. S. Dean, Eliot Norton, A. D. Claffin, E. P. Burnham, Underwood, and, last of all, the phenomenon, Mr. George M. Hendee, of Spring-

Says Prince, "In the latter part of 1882, Mr. Ducker, of Springfield, asked me to try 'George,' as he thought there was something in him. Well, I took him in hand, and trained

him thoroughly for several weeks. Oh, what walks I gave him! You would have laughed to hear George ask, 'Prince, when will dinner be ready? I'm hungry enough to eat a brass monkey.' Yes, that was a good sign. In an interview with Mr. Rankin, the representative of the English Sportsman, when I said that I thought Hendee would soon beat the then amateur record of the world for one mile (2.45), the English papers gave us the laugh. Well, hasn't he done it? Yes, and he can beat the present one mile record under favorable circumstances."

Asa Dolph, the star of the West, is another of Mr. Prince's pupils. 2.40½ is Mr. Dolph's mark. With this showing I think the amateurs of America will give the champion credit, and entertain a strong affection for the man who has done so

HENRY E. DUCKER, President.

SANFORD LAWTON, Secretary.

W. H. JORDAN, Vice - President.

CHARLES A. FISK, Treasurer,

THE

GRAND



THE

GRAND

## → INTERNATIONAL \* MEETING →

---AND-----

## BICYCLE \* TOURNAMENT

OF THE

→ SPRINGFIELD \* BICYCLE \* CLUB \*

WILL BE HELD AT

Springfield, Mass., U.S.A., September 8, 9, & 10, 1885.

### -: REMEMBER THAT:---

This will be the Third Annual Revision of Records I

New Records are made annually at Springfield I

Springfield has the Best Half-Mile Track!

All Riders wishing Records will be on hand I

Those wishing to see Records made will have to come to Springfield!

This will be the One and Only Great International Meeting for the Year 1885!

All will be on hand; if not, why not?

There is only one SPRINGFIELD BICYCLE CLUB.

It is located at SPRINGFIELD, MASS., U. S. A.

2.39 MUST GO!

## SLOW, BUT SURE!

Only 1293 Wheelmen and 121 new Cities and Towns have been added to our List since November 20, or in the three winter months. This is altogether too slow to suit us.

### WHEELMEN, ATTENTION!

We must have at least 500 names per month, for we have started out to have 20,000 Wheelmen as constant readers of THE SPRINGFIELD WHEELMEN'S GAZETTE.

REMEMBER, we are not yet two years old; but our past record is a guarantee of the future, so send in your subscriptions at once.

## -> FOR \* COMPARISON \*\*-

The following Table shows the increase on the List of THE GAZETTE for three months ending February 20, 1885.

STATES.	NUMBER	20, 1884. NUMBER CES. WHEELMEN.	Feb. 20 NUMBER POST-OFFICES.	NUMBER	STATES.		NUMBER	0, 1884. NUMBER . WHEELMEN.	Feb. 20 NUMBER POST-OFFICES.	NUMBER
MAINE,	24	173	26	193	ARKANSAS, .		I	I	I	I
NEW HAMPSHIRE, .	47	294	51	298	KANSAS, .		19	65	19	74
VERMONT,	23	126	24	1 37	TEXAS, .		6	34	7	36
MASSACHUSETTS, .	205	2354	209	2584	ARIZONA, .		3	33	3	33
RHODE ISLAND, .	8	136	9	154	COLORADO, .		3	50	3	54
CONNECTICUT, .	67	883	69	936	UTAH,		3	27	3	28
NEW YORK,	246	2291	267	2 507	MONTANA, .		4	7	7	13
NEW JERSEY,	87	684	88	74I	OREGON, .		6	24	8	58
DELAWARE,	2	4	2	4	WYOMING, .		5	51	5	51
PENNSYLVANIA, .	173	1356	189	1550	DAKOTA, .		10	20	10	20
MARYLAND,	ΙΙ	240	12	275	NEBRASKA, .		7	23	7	26
DISTRICT OF COLUM	BIA, 4	1 59	4	169	CALIFORNIA, .		15	171	16	176
VIRGINIA,	5	16	15	64	NEW MEXICO, .		2	2	2	2
WEST VIRGINIA, .	_	17	3	17	WASHINGTON '	TERRI	TORY,		I	I
NORTH CAROLINA, .		38	IO	39	CANADA, .		T 4	824	62	916
SOUTH CAROLINA, .	5	43	5	44	ENGLAND, .	:	54 28	197	40	200
GEORGIA,	11	50	11	50	NEW ZEALAND		7	34	•	
ALABAMA,	5	<b>2</b> 9	5	31	GERMANY, .	, .			7	34
TENNESSEE,	10	109	10	112	SCOTLAND		,	7 1	4 1	,
KENTUCKY,		152	. 21	155	WEST INDIES, .		_	ī	1	, , , , , , , , , , , , , , , , , , ,
OHIO,		1104	171	1143	CUBA		I	ı	ī	T
ILLINOIS,	2	461	58	482	AUSTRALIA, .		I	1	ī	ī
INDIANA,	50	233	57	260	JAPAN,	•	I	2	1	2
MINNESOTA,	17	118	17	133	FRANCE, .	•		2	3	2
MICHIGAN,	**	302	48	303	MEXICO, .	•			3 I	4 I
WISCONSIN,		145	24	I 57	BERMUDA, .	•			3	5
IOWA,	39	224	<b>3</b> 9	225	NEWSDEALERS AND	n AGEN	TS	445	3	510
MISSOURI,	14_	120	15	I 47				445		
LOUISIANA,	2	30	2	39	Total Number	er,	1,557	13,912	1,678	15,205

To those Wheelmen who this month receive a Sample Copy, we would say that our Subscription Price is

ONLY 50 CENTS PER YEAR.

THE SPRINGFIELD WHEELMEN'S GAZETTE,
SPRINGFIELD, MASS., U. S. A.

much for the sport. Before Mr. Prince's arrival in Boston, racing was on a very small scale, and when I say that he has done more for it than any other single individual, I do not overshoot the mark. His memorable performance in the mile at Springfield is fresh in the memory of all, and the champion assures me that he will chip the record again before 1885 is through:

Mr. Prince has important plans on hand, which will be given to the GAZETTE in due time.

Mrs. Prince, the pretty little English wife of the champion, is a pleasant and entertaining conversationalist, and takes great interest in her husband's success, being always present at all of his "big races"; she helped Mr. Prince this morning to furnish me with this sketch. There is not a happier couple in America than these people; all is sunshine in their life. The interview being brought to a pleasant close, in a social chat, Mr. and Mrs. Prince send The Wheelmen's Gazette their best wishes.

Yours,

"SPOKES."

#### AN AVERAGE SOUTHERN ROAD TRIP.

"Where are you boys going this morning?" was asked by a prominent man of the city, of Messrs. Horton, Polhill, Flynn, Guernsey, Gamble, and Winberg, of the Macon Bicycle Club, who were discussing some road question on a street corner before leaving on a trip.

"We're going to Fort Valley to have dinner," was the reply of Captain Polhill.

"Well, you boys can take it your own way, but I'll take the train to-morrow morning and beat you there."

Fort Valley, the object of our destination, is a small town situated about thirty miles from Macon, Ga., and although we had traversed the many roads leading out of the city we had never gone over six miles upon the Fort Valley road, consequently we decided to try that once, come what would. So, after a good deal of trouble in getting off, we found ourselves under good headway about 10.30 A. M., not one of us taking anything along to eat, but all expecting to reach the small town of Byron, seventeen miles distant, by twelve o'clock, and get dinner there. But, alas! our expectations were never realized. We had along in the party two men who were rather new to long road riding, and naturally they were expected to furnish fun for the party. We pulled along well together and were going at a fair rate of speed, when we were informed by one of our new men that he had come out for a club run and not for a club race. At this we began to moderate our speed and come down to steady riding. The sun was out in full force, and before going any distance water was in great demand. We were by this time over the best part of the road, as far as we knew, and a glance at the mile-posts that we occasionally caught a glimpse of showed us that we had ridden our first seven miles by the watch in forty minutes; our new men continued to hold their own, and we had about given up the idea of seeing them indulge in a few harmless headers.

After a halt of fifteen minutes, in which time we oiled our machines and wet our throats, we proceeded on our way. A ride of four hundred yards soon convinced us that to proceed faster we must ride slower; we had struck sand, and it was the "sandiest" sand that ever sand was; so with one accord we dismounted and began to trundle our machines wheelbarrow fashion before us. Six in a line, one after another, we presented a sight

never to be forgotten by the darkies that began to congregate along the roadside. A note from our bugler would bring out the whole population en masse. The old darkies would hold the little ones on their shoulders and we would hear them say, "Look er yander, sonny."

The sandy road continued and we were all getting tired of the wheelbarrow business, when one of the new men suggested that we halt and oil our machines. No attention was paid to his remark and we continued to plod our weary way through the sand. It was now near twelve o'clock and the prospect of our getting dinner was growing slimmer. The new men were kicking on account of the bad road, and even the old "regulars" were looking somewhat blue. We were only nine miles from our starting place, with sand to the right of us, sand to the left of us, sand in the front and the rear of us. Some wanted to return, some argued that not knowing the road ahead of us who could say that it was not better. We decided to go ahead. as it would never do to go back to town and be the laughing-stock for all. The next mile we were able to ride a little occasionally, but not to amount to much. Still we kept on, hunger and heat pushing us and we pushing our machines, for another half hour, when we were again upon ground that would bear riding.

What a relief! We all got jolly and our bugler tooted his bugle to the merriment of our crowd and the consternation of the small darky. In our exhilaration on account of the fine roads we out-distanced one of our new men, and when he was thought of we straightway halted at the summit of a steep hill that we had just ridden up, to await his coming. Cigarettes were outed and we were enjoying a sociable smoke, when we caught a glimpse of our tardy companion about half a mile behind. Something was wrong with his uniform or else he had replaced his blue stockings for white ones. Down the hill he came.

"Bet he don't pull to the top!" said one.
"The boy has worked his stockings off."

"He'll make the hill just the same," rang in the other new man, who didn't like the idea of his partner being ridiculed.

Up he came, puffing and blowing, with stockings hanging down below the pedals and at every revolution almost touching the ground. He said that he didn't have time to fix them, as it was up one hill and down another. But he made the hill, and upon dismounting claimed that we tried to lose him, but it would be a cold day when he got left.

"It will!" said the captain. "Then mount, boys, and be off."

"Oh, boys," remonstrated the weary cyclist, "pray don't leave me here! You all have rested and now when I get here you are ready to go. How do you expect me to keep up with you?"

So, after giving him a rest, we put off again, but the roads were becoming sandy and we made no progress whatever. Nevertheless, with determination in our hearts, we pressed on and at last came up with the railroad that passed the town at which we intended to take dinner. We stood at the crossing. What should we do? As far as we could see up the road there was sand; if we looked back it was sand.

"Suppose we try the railroad, boys," suggested one, "it cannot possibly be worse than the other."

"Anything so we get there," said we, and one after another we commenced walking along in the center of the railroad every hundred yards

or so there were some kind of pits or obstruction that necessitated our lifting the machines over. Many a time one might have heard the remark, "If I'm ever forgiven for this I'll never be caught in this country again." We tried to ride up the road-bed but soon found that we got along faster walking. If it is hot anywhere in the world you will find it hotter on a railroad. The day of our trip was an exceptionally hot one for the time of year, and, taking into consideration our walking and pushing our machines, we had no envious piece of work.

Gradually four of our men worked ahead and the others scattered along the line of road. As we were passing the fourteenth mile-post our bugler informed us that it was three miles before we reached our dinner station. Many were the sighs that escaped at this, but with manful hearts we trundled onward. I verily believe that if a buyer for each machine had at that moment presented himself, six machines would have instantaneously changed hands. The fifteenth mile-post was passed, no town in sight yet. Hunger and thirst were getting the mastery of us. We struck a spring at last and if ever men drank water we did. After the drink we felt better and struck out anew with a vim. We began to notice that the center of the road was getting better, and we were able to ride over it but with a continual jolt. We had left our two new men at the spring, and, riding on, the town soon came in sight. Our hearts beat wildly at the thought of dinner; one mile more and all would be over. Ordinarily what would a bicyclist count a mile between himself and dinner? Nothing. But circumstances alter cases and our case at that time was pretty serious to contemplate. The nearer we got the stronger the passion for eating. A peep at our watches indicated 2.15 P. M. Guernsey, the youngest man in the party, pulled to the front, and Flynn, an old rider, dropped to the rear. Messrs. Guernsey, Horton, and Polhill arrived at the longwished-for place first, with Flynn ten minutes behind. We were sitting at the railroad depot waiting as Flynn pulled up.

"Dinner, boys, or I'm a dead man," were his first words.

"No dinner here," was the discouraging response; "they can't afford a hotel."

"What, nothing to eat!" and he fell to the ground seemingly exhausted, mumbling words that are not often found in Sunday-school books.

After a rest of ten minutes he was all right and the next thing in order was to find something to eat. We tried several private houses, but they all seemed afraid of us. We would take anything, no matter what, so that it was fit to eat. They all refused us. Grim despair looked us in the face and we sat down to contemplate our situation. There were plenty of stores close by, but it was Sunday and they were too religious to scll us anything on the Sabbath. The great, good people! Oh, yes, they would work a poor negro all the week, and when Saturday night came give him a yellow dog and tell him to go sell it for his week's wages. That was business and it is Sunday now; we can't open our stores, it would be a desecration of the Sabbath. Such philosophy! such philosophers! Our new men had not arrived yet and we were glad of it, for if they had heard that we could not get any dinner it would have been the last of

At last a young man, who seemed as though he took compassion on us, offered to open his store

provided we would be quick in getting what we wanted. Good enough! Away we went to the store; once inside we were all right; I remember something about "cider" and I also recollect the storekeeper telling us the keg was dry. Horton did the purchasing for the crowd, two pounds of cheese, a fourteen pound bag of soda crackers, three boxes of sardines, two pounds fat meat, fifteen eggs (all he had), one dozen oranges, two quarts meal, some pepper, lard, and salt. Flynn was the hungriest man in the crowd, and before the door was closed on us he had eaten four oranges, half a pound of cheese, a handful of crackers, and drank three glasses of cider, besides the raisins and candy he had taken without paying for.

At length we found an old negro who was not so religious as the others and he consented to cook for us if we would give him one dollar in advance. It didn't take long to cook our provisions. The dinner being ready, and as after an hour the new men had not arrived, we had commenced to devour it, when the crowd outside was heard yelling, and going to the door we perceived one of our late arrivals coming for life and death with a whole gang of youngsters, white and black, at his wheels.

- "Where's Tex?" we asked.
- "I don't know; I left him up at the spring drinking water and fussing because it did not run fast enough for him."

So we all five pitched in and never in our lives did fat meat and corn bread taste so good as it did then. I forgot to mention that in frying the eggs there was a chicken in one, but there were also three more eggs in the pan and we could ill afford to lose the quartette at that particular time. A spoon was brought to the rescue and Mr. Chicken helped out of the pan. We saved some dinner for Tex and had just laid it away for him when he put in an appearance. We told him of the chicken transaction, but there was no stop there. Eggs, corn bread, fat meat, sardines, cheese, soda crackers, and oranges helped to fill an abyss that was growing larger at every moment's delay, until he too was compelled to admit that he had had enough once more in his life.

After dinner we summarized our trip, - Left Macon at 10.30, arrived at Byron 3.30, - five hours going seventeen miles! Figuring on the same road how long before we should reach Fort Valley, thirteen miles distant? Sometime about midnight would strike it right. We concluded not to attempt it but remain where we were until a train came that would take us home in thirty minutes. We loitered around the place by ourselves, hardly daring to converse with any of the "natives" for fear of insulting their religious tendencies, and our only audience for the little riding that we indulged in was the small boy and the negro population, who eved us severely and thought they saw no good in us except it might be as the heralders of some circus.

Our train came in at 6.20 P. M., and after putting our machines aboard we bade adieu to that religion-loving section and were soon at home telling all about our fine trip to Fort Valley and back.

B. I. CYCLE.

H. D. Corey, of Boston, has been presented with a beautiful miniature silver bicycle, 6 1-2 inches high and 6 inches long, perfect in the details of its construction.

### THE BICYCLE BEATEN.

A WILLIAMSPORT MAN CLAIMS TO HAVE A WAGON THAT WILL DO AWAY WITH HORSE FLESH, AND KINDRED LOCOMOTION, ETC.

Williamsport may feel well satisfied with many useful and important inventions that are perfected from time to time by citizens of the place. In fact, some of the most remarkable discoveries of the century were given to the public through the ingenuity and patience of intelligent Williamsporters. While some of the inventions may not be so much of a blessing to mankind in general and a profit to the inventor, there are some that are both useful to the public and prove profitable to the one who originated them.

Among the latest inventions from a Williamsporter's fruitful mind is the one just completed by Septimus W. Jones, a well-known carriage manufacturer in this city, and who resides at 32 Pine street. Mr. Jones's invention is a

#### BUGGY PROPELLED BY LEVER POWER.

The inventor has spent two years' time, considerable money, and no doubt much patience in perfecting his patent, which may in time do away with horses now used in propelling buggies and wagons hither and thither on our public thoroughfares. It will, moreover, in time take the place of the bicycle, as it is operated with greater facility, less danger, and just about one-third as much power. The speed is equal to and perhaps more rapid than the two-wheeled vehicle so propelled in the athletic arena of to-day.

This wonderful vehicle is nothing more nor less than what is known as the gearing of an ordinary buggy, with the exception of the rear axle, from whence the propelling motion is obtained. This part of the buggy serves both as an axle and a crank, to which the lever rods are attached. The levers are firmly connected with the above-mentioned rods in the central portion of the framework surmounting the wheels. There is no dead center in the rear axle, which is on the same principle as locomotives. The seat for the rider and operator is directly over the rear axle, and the handles of the lever are about on a level with the chest of the party operating them, and work on a parallel surface, always standing erect. While the right hand lever moves away from the person, the left hand comes back. Two strokes of the lever-out and back-give one revolution to the hind or driving wheels, which are thus carried over the surface of twelve feet. In other words, since the levers move sixteen inches each way, the hand travels thirty-two inches for every one hundred and forty-four inches the buggy travels in the same time. It must, however, be remembered that but very little real labor is required to keep the levers in motion on an ordinary fair road, as there is even a surplus strength in a man's little finger to move along rapidly under such circumstances. On muddy, sandy, or rough roads, or up an elevation, it of course requires a little more exertion, just as a horse would have to step more firmly in such cases. Mr. Jones assured the reporter that a boy fifteen years old can very easily work the levers of a buggy weighing 200 pounds, and travel with ease a distance of from six to seven miles an hour on an ordinary road.

There is also a lever attached to the front axle, with which the buggy can be guided either by the foot or the hand. The guiding is very easy and perfect, and a turn can be made in a comparatively small space. The buggy the inventor has on hand

at the present time is built to carry one man, although it can be so fixed as to accommodate two, three, or four. Additional lever handles may be supplied to furnish each passenger with facilities to exercise his propelling powers, the same as duplicate oars on a row boat. More human or other freight loaded on the buggy, of course, makes progress more irksome and slow, providing one man has to furnish all the power for three or four.

It is a perfectly safe vehicle in which to travel, and on good roads a man can, without the slightest difficulty, make ten miles an hour. The cost of constructing a buggy of this kind depends on the kind of material used, and the weight required. The one Mr. Jones will have on exhibition in a few days weighs about 200 pounds, and will cost about \$125. The same patent can be utilized in a heavy lumber wagon or a miniature buggy for a child's use. As it requires no special training to operate it, the lever buggy will be found far more desirable for ordinary light and speedy travel than the bicycle or tricycle. It will in time be just the conveyance for those who may have to travel from one to five miles an hour to their business or work. It will save much time and the expense of keeping a horse. To sum it all up the inventor can congratulate himself on having furnished mankind with an article that will in time prove of great benent to himself as well as the people in general who live in an ordinarily level country.-Sun and Banner.

### SOME HOOSIER LEGISLATION.

Verily it is high time for the fool-killer to again go abroad in the land, and Indianapolis should be taken in on his route. There are three bills pending before the present State Legislature that are certainly marvels of idiocy. One is a measure to allow cattle to run at large on the highways; another is a bill requiring railroads to erect platforms at intervals of not more than two miles along their lines, and stop their trains at these embryo stations. The last is a bill to prohibit the riding of bicycles on the public highways. The first two bills are ridiculous, but not more so than the last. Are our battles for our rights and liberty never to have an end? Are they to be still questioned after the bicycle has been accepted as a carriage entitled to the same uses as other carriages on the highways by every civilized country on the face of the globe? Are our rights to be still doubted after the Supreme Court of the United States and the Court of Queen's Bench in England have plainly stated what they are? We trow not. We have had occasion to trow on this subject several times before; have generally found our trow about correct, and will continue to trow until every pin is down, and then will set 'em up in the other alley. There is not the slightest occasion for alarm on account of this preposterous bill. If it were passed, every bicycler in the land would roll his wheel over it in contempt. In the first place, we believe there are enough men who have brains in the Legislature to defeat it. In the second place, we feel confident that Governor Gray would not sign such a bill. In the third place, the Supreme Court would set it aside, if he did. In Ohio, some two years ago, some mossback introduced a similar bill into the Legislature, and saw it defeated. Last year some ignoramus in Kentucky got a similar bill through the Legislature, but the governor refused to sign it, and there is no law now in force in the world that can bar the rider of the wheel from the public highways.-World, Fort Wayne.

### COMPARATIVE CYCLING RECORDS.

### AMATEUR BICYCLE

AMATEUR BICYCLE.							
AN	IERICAN.		WILES		ENGLISI	SH	
HOLDER.	DATE.	TIME.	JII EI III	TIME.	DATE.	HOLDER.	
		TIME.  .38 1-5 1.18 1-5 1.59 2.39 5.42 3-5 8.50 2-5 11.55 2-5 14.51 18.50 21.57 24.45 28.06 2-5 31.04 2-5 35.44 38.55 52.11 3-5 55.21 3-5 55.21 3-5 55.21 3-5 55.21 3-5 1.02 25 3-5 1.02 25 3-1 1.6 25 3-5 1.22 .05 1.23 .10 1.37 .16 1-2 1.44 .50 1.52 .29 1.56 .38 1-2 2.00 .39 1-2 2.04 .44 2.08 47 2.12 .34 2.08 47 2.12 .34 2.08 47 2.12 .36 2.20 .58 2.24 .06 2.28 .40 2.22 .40 2.22 .40 2.22 .40 2.22 .40 2.23 .40 2.22 .40 2.23 .40 2.22 .40 2.23 .40 2.23 .40 2.23 .40 2.23 .40 2.23 .40 2.23 .40 2.23 .40 2.23 .40 2.23 .40 2.23 .40 2.23 .40 2.23 .40 2.23 .40 2.23 .40 2.23 .40 2.32 .40 2.32 .40 2.32 .40 2.32 .40 2.32 .40 2.32 .40 2.32 .40 2.32 .40 2.32 .40 2.32 .40 2.32 .40	MILES.  1-4 1-2 3-4 1-2 3-4 5-6 7 8 9 10 111 12 13 14 15 16 17 18 19 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40	71ME.  .39 1.19 3-5 2.01 3-5 2.41 1-5 5.33 2-5 8.32 11.24 14.18 17.33 3-5 20.30 23.28 4-5 26.22 2-5 29.19 2-5 35.15 38.16 41.26 50.22 53.20 56.15 59.06 3-5 1.03.45 2-5 1.03.45 2-5 1.00.93 3-5 1.13.26 3-5 1.10.09 3-5 1.13.26 3-5 1.14.25 1.22.06 1.25.48 1.29.18 1.31 1.55.25 1.20 1.33 3-5 1.40 1.35 3-5			
L. H. Johnson	Feb. 21, 1880 Feb. 21, 1880	2.40.31 2.43.47 2.47.25 2.51.07 2.54.50 2.58.34 3.02.23 1-2 3.06.09 3.09.45 1-4	42 43 44 45 46 47 48 49 50	2.16.51 2-5 2 20.18 4-5 2.23.42 1-5 2.27.05 4-5 2.30.33 2-5 2.31.04 3-5 2.37.43 1-5 2.41.08 2-5 2.43.58 3-5	July 29, 482 July 29, 1882 July 29, 1882	M. H. Jephson W. K. Adam C. D. Vesey M. H. Jephson Hon, I. K. Falconer M. H. Jephson M. H. Jephson M. H. Jephson Hon, I. K. Falconer	

### PROFESSIONAL BICYCLE.

AMERICAN.			MILES	ENGLISH.		
HOLDER,	DATE.	TIME.	MILES.	TIME.	DATE,	HOLDER.
R. A. Neilson R. Howell R. Howell J. S. Prince W. M. Woodside R. Howell R. Howell R. Howell W. M. Woodside	Sept. 17, 1884 Sept. 16, 1884 Sept. 19, 1884 Sept. 19, 1884 Sept. 17, 1884 Sept. 1884 Dec. 8, 1884	.40 2-5 1.21 1.59 2-5 2.39 5.45 3-5 8.36 2-5 15.02 2-5 18.24 4-5 21.17 2-5 24.21 3-5 27.21 3-5 30.07 1-5 38.40 1-2 41.51 48.41 55.21 1-2 58.48 1.02.09	M1LES.  1-4 1-2 3-4 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19	.41 1.20 1.59 4-5 2.40 3-5 5.36 4-5 8.39 11.39 14.28 17.34 20.30 23.32 26.31 29.22 32.19 35.17 38.14 41.16 44.12 47.10 50.06 52.56	July 31, 1880 Aug. 18, 1883 Aug. 18, 1883 Aug. 18, 1883 May 21, 1879 Aug. 11, 1884 Aug. 11, 1884 Oct. 8, 1883 Aug. 11, 1884 Aug. 11, 1884 Aug. 18, 1883	W. Phillips R. Howell R. Howell R. Howell J. Keene F. Lees
W. M. Woodside	Dec. 8, 1884 Dec. 8, 1884	1,05,38 1-4 1,09,11 1-4 1,12,36 1-4 1,16,14 1,19,36 1-2 1,23,05,3-4 1,41,08 3-4 1,59,40 3-4 2,17,18 1-4 2,35,33 1-2 2,54,01 1-2	20 21 22 23 24 25 30 35 40 45	58.34 1.04.45 4-5 1.07.58 2-5 1.11.12 1.14.31 2-5 1.17.20 4-5 1.33 20 1.50.24 2.10.14 2.28.58 2.47.20	Aug. 18, 1883 Aug. 2, 1883 Aug. 2, 1883 Aug. 2, 1883 Aug. 2, 1883 Aug. 2, 1883 July 5, 1884 July 5, 1884 July 5, 1884 July 5, 1884 July 5, 1884	F. Lees T. Battensby T. Battensby T. Battensby T. Battensby T. Battensby F. Lees F. Lees T. Battensby T. Battensby T. Battensby T. Boundary

### AMATEUR TRICYCLE.

AMERICAN.		miles.	ENGLISH.			
HOLDER.	DATE.	TIME.	mines.	TIME.	DATE.	HOLDER.
R. Chambers R. Chambers R. Chambers R. Chambers E. P. Burnham R. Chambers R. Chambers R. Chambers A. G. Powell A. G. Powell A. G. Powell A. G. Powell	Sept. 18, 1884 Sept. 18, 1884 Sept. 18, 1884 Sept. 18, 1884 Sept. 16, 1884 Sept. 17, 1884 Sept. 17, 1884 June 18, 1884 June 18, 1884 June 18, 1884	.48 2-5 1.35 2.24 1-5 3.13 1-5 6.27 10.07 14.08 17.14 2-5 27.55 32.04 36.12 1-2 39.59	1-4 1-2 3-4 1 2 3 4 5 6 7 8	.47 1.32 1-5 2.18 3.03 2-5 6.26 3-5 9.45 13.03 16.19 19.35 -22.54 26.09 29.23	July 12, 1884 June 21, 1883 June 21, 1883 June 21, 1883 Sept. 25, 1884 June 21, 1883 June 21, 1883 June 21, 1883 June 21, 1883 June 21, 1883 June 21, 1883 June 21, 1883	H. J. Webb M. J. Lowndes M. J. Lowndes H. N. Corsellis H. J. Webb M. J. Lowndes

### AMATEUR BICYCLE-English.

	101000	Dingitisti.	
HOLDER.	DATE.	TIME.	MLS
(;, L, Hillier	Sept. 29, 1884	2.55.24	51
G, L, Hillier	Sept. 29, 1884	2,59.23	52
G. L. Hillier	Sept. 29, 1884	3.02.50	53
G. L. Hillier	Sept. 29, 1884	3.06.15	54
F. R. Fry	July 27, 1883	3.10.58	55
F. R. Fry	July 27, 1883	3.14.30	56
F. R. Fry	July 27, 1883	3.18.03	57
F. R. Fry	July 27, 1883	3.21.32	58
F. R. Fry	July 27, 1883	3.25.01	59
i'. R. Fry	July 27, 1883	3.28.30	60
F. R. Fry	July 27, 1883	3.32.07	61
F. R. Fry	July 27, 1883	3.35.35	62
F. R. Fry	July 27, 1883	3.39.01	63
F. R. Fry	July 27, 1883	3.42.28	64
F. R. Fry	July 27, 1883	3.45.55	65
F. R. Fry	July 27, 1883 July 27, 1883	3.49.20	66
F. R. Fry	July 27, 1883	3.52.45	67
F. R. Fry	July 27, 1883		
F. R. Fry	July 27, 1883	3.56.12 3.59 50	68
F. R. Fry	July 27, 1883 July 27, 1883	4.03.17	70
F. R. Fry	July 27, 1883	4.06.51	71
F. R. Fry	July 27, 1883	4.10.21	72
F. R. Fry	July 27, 1883	4.13.54	73
F. R. Fry	July 27, 1883	4.17.31	74
F. R. Fry	July 27, 1883	4.21.12	75
F. R. Fry	July 27, 1883	4.24.45	76
F. R. Fry	July 27, 1883	4.28.10	77
F. R. Fry	July 27, 1883	4.31.38	78
F. R. Fry	July 27, 1883	4.35.03	79
F. R. Fry	July 27, 1883	4.38.32	80
F. R. Fry	July 27, 1883	4.42.04	81
F. R. Fry	July 27, 1883	4.45.35	82
F. R. Fry	July 27, 1883	4.49.02	83
F. R. Fry	July 27, 1883	4.52.30	84
F. R. Fry	July 27, 1883	4.56,31	85
F. R. Fry	July 27, 1883	5.00.49	86
F. R. Fry	July 27, 1883	5.04.28	87
F. R. Fry	July 27, 1883	5.08.10	88
F. R. Fry	July 27, 1883	5.11.34	89
F. R. Fry	July 27, 1883	5.15.02	90
F. R. Fry	Tuly 27, 1883	5.18.37 1-2	91
F. R. Fry	July 27, 1883	5.22.03	92
F. R. Fry	July 27, 1883	5.25,27	93
F. R. Fry	July 27, 1883	5.28.47	94
F. R. Fry	July 27, 1883	5.32.28	95
F. R. Fry	July 27, 1883	5.36,11	96
F. R. Fry	July 27, 1883	5.40.23	97
F. R. Fry	July 27, 1883	5.43.21	98
F. R. Fry	July 27, 1883	5.47.00 1-2	89
F. R. Fry	July 27, 1883	5.50.05 2-5	100
PROPERCIONAL	DIGHTON	"	

### PROFESSIONAL BICYCLE-English.

HOLDER.	D.	ATE.	TIME.	MLS
I'red Lees	Oct.	6, 1883	3.32.30	55
Fred Lees	Oct.	6, 1883	3.54.59	60
Fred Lees	Oct.	6, 1883	4.13.01	65
Fred Lees	Oct.	6, 1883 6, 1883	4.35.34	70
Fred Lees	Oct.	6, 1883	5.17.50	80
Fred Lees	Oct.	6, 1883	5.37.47	85
Fred Lees	Oct.	6, 1883	5.55.56	90
Fred Lees	Oct.	6, 1883	6.18.12	95
Fred Lees	Oct.	6, 1883	6.36.30 4-5	100

### PROFESSIONAL BICYCLE-American.

HOLDER.	DATE,	TIME.	MLS
John S. Prince	Oct. —, 1883	3.33.05	55
John S. Prince	Oct, 1883	3.53.50	60
John S. Prince	Oct. —, 1883	4.14.30	65
John S. Prince	Oct, 1883	4.32.16	70
John S. Prince	Oct. —, 1883	4.51.57	75
John S. Prince	Oct, 1883	5.14.20	80
John S. Prince	Oct, 1883	5.36.52	85
John S. Prince	Oct. —, 1883	6.00.04	90
John S. Prince	Oct. —, 1883	6.23.43	95
John S. Prince	Oct. —, 1883	6.50.55	100

### PROFESSIONAL TRICYCLE—English.

HOLDER.	DATE.	TIME.	MLS
Fred Lees	May 24, 1884	.54	1-4
Fred Lees	May 24, 1884	1.43	1-2
Fred Lees	May 24, 1884	2.33	3-4
Fred Lees	May 24, 1884	3.20	1
Fred Lees	May 24, 1884	6.35	3
Fred Lees	May 24, 1884	9.55	3
Fred Lees	May 24, 1884	13.19	5
Fred Lees	May 24, 1884	16.45	6
Fred Lees	May 24, 1884	20.08 23.32	7
Fred Lees	May 24, 1884	26.51	s
Fred Lees	May 24, 1884	30.15	9
Fred Lees	May 24, 1884	33.39	10
Fred Lees	May 24, 1884 May 24, 1884	37.01	ii
Fred Lees	May 24, 1884	40.23	12
Fred Lees	May 24, 1884	43.41	13
Fred Lees	May 24, 1884	47 05	14
Fred Lees	May 24, 1884	50.29	15
Fred Lees	May 24, 1884	53.48	16
Fred Lees	May 24, 1884	57.12	17
Fred Lees	May 24, 1884	1.00.33	18
Fred Lees	May 24, 1884	1.03.59	19
Fred Lees	May 24, 1884	1.07.15	20

### AMATEUR BICYCLE-Canadian.

HOLDER,	DATE.	TIME.	MLS
H. Clarke H. Clarke R. W. Hamlin F. J. Campbell W. G. Ross		1.26 4-5 2.59 1-8 6.54 1-2 10.09 13.55 16.00 3-5	1

#### AMATEUR TRICYCLE—English. 10 to 100 Miles.

HOLDER.	DATE.	TIME.	MLS
M. J. Lowndes	June 21, 1883	32.33 3-5	10
C. É. Liles	June 21, 1884	52.53	15
C. E. Liles	June 21, 1884	1.10.50	20
C. E. Liles	June 21, 1884	1.28.58	25
H. J. Webb	Aug. 7, 1884	1.50.43 1-2	30
H. J. Webb	Aug. 7, 1884	2.13.07 1-4	35
H. J. Webb	Aug. 7, 1884	2 31.57 1-2	40
H. J. Webb	Aug. 7, 1884	2.52.35 1-4	45
H. J. Webb	Aug. 7, 1884	3,11.15	50
H. J. Webb	Aug. 7, 1884	3.35.25 1-2	55
H. J. Webb	Aug. 7, 1884	3.56.38	60
H. J. Webb	Aug. 7, 1884	4.20.14	65
H. J. Webb	Aug. 7, 1884	4.43.16 1-4	70
H. J. Webb	Aug. 7, 1884	5.06.17	75
H. J. Webb	Aug. 7, 1884	5.26.21 3-4	80
H. J. Webb	Aug. 7, 1884	5.47.14	85
H. J. Webb	Aug. 7, 1884	6.06.07	90
H. J. Webb	Aug. 7, 1884	6.25.17 1.2	95
H. J. Webb	Aug. 7, 1884	6.43.32 1-2	100

#### AMATEUR TANDEM BICYCLE— American.

HOLDERS.	DATE.	TIME,	MLS
R. F. and W. C. Stahl	Sept. 18, 1884	46	1-4
R. F. and W. C. Stahl	Sept. 18, 1884	1.32 3-5	1-2
R. F. and W. C. Stahl	Sept. 18, 1884	3.13 3-5	1
C. H. Miller and F. Brown	Sept. 17, 1884	6.55 2-5	2
C. H. Miller and F. Brown	Sept. 16, 1884	10.14 1-5	3

#### AMATEUR TANDEM TRICYCLE— English.

HOLDERS.	DATE.	TIME, MLS
W. Brown and J. S. Smith.	Oct. 18, 1884	· 44 1-4
H. F. Wilson and R. Cripps	Oct. 23, 1884	1.26 1-2
H. F. Wilson and R. Cripps H. F. Wilson and R. Cripps	Oct. 23, 1884 Oct. 23, 1884	2.10 3-4 2.54 1
H. F. Wilson and R. Cripps	Oct. 23, 1884	5.54 . 2
W. Brown and J. S. Smith.	Oct. 18, 1884	9.17 . 3
W. Brown and J. S. Smith.	Oct. 18, 1884	12.27 4
W. Brown and J.S. Smith.	Oct. 18, 1884	15.33 3-5   5

### AMATEUR BICYCLE WITHOUT HANDS—American.

HOLDER.	DATE.	TIME.	MLS
C. H. Chickering C. H. Chickering C. H. Chickering H. S. Wollison	Sept. 17, 1884 Sept. 17, 1884 Sept. 17, 1884 Sept. 17, 1884	46 2-5 1.28 3-5 2.14 3.00 2-5	1-2 3-4

#### AMATEUR BICYCLE-Australian.

HOLDER, .	DATE.	TIME.	MLS
W. S. Hazelton	Nov. 9, 1882	46	1-4
W. S. Hazelton	Nov. 9, 1882	1.31	1-2
W. S. Hazelton	Mar. 17, 1883	2.43 4-5	1
W. S. Hazelton	Mar. 25, 1881	6.14	2
W. S. Hazelton	Mar. 25, 1881	9.25	3
W. S. Hazelton	Mar. 25, 1881	12.38	4
W. Tyler	,	15.47	5
W. S. Hazelton	Mar. 25, 1881	19.10	6
W. S. Hazelton	Mar. 25, 1881	22.30	7
W. S. Hazelton	Mar. 25, 1881	25.48	8
W. S. Hazelton	Mar. 25, 1881	29.14	9
W. S. Hazelton	Mar. 25, 1881	32.32	10
F. Lester	May 24, 1881	1.24.41 1-5	25
H. Stokes	Oct. 27, 1883	3.12.00	50
E. White	Nov. 9, 1883	6.17.43	75
F. W. Briggs	Jan. 31, 1884	9.11.00	100

### 100 Miles on the Road-Bicycle.

G. Smith, S. G. Whittaker, F. W. Briggs, Sept. 27, 1884, 7h. 11m. 10s. English Oct. 22, 1884, 8h. 6m. American Jan. 31, 1883, 9h. 11m. Australian

## 100 Miles on the Road—Tricycle. H. J. Webb, Sept. 27, 1884, 7h. 35m. English W. R. Pitman, Oct. 4, 1884, 11h. 30m. America:

#### 24 Hours on the Road-Bicycle.

J. H. Adams, Oct. 4, 1884, 266 1-4 miles, English T. S. Webb, Oct. 16, 1884, 200 1-16 miles, American John Tracy, Oct. 16, 1884, 200 1-16 miles, American

### 24 Hours on the Road-Tricycle.

W. F. Sutton, Sept. 12, 1884, 230 miles, English Mrs. Allen, Birmingham, 1883, 152 miles, English

Miss J. Chaice of South London rode a tricycle 113 miles in 15h, 30m, riding time, July 15, 16, 1883.

### Greatest Distance Without Dismounting.

H. W. Higham, March 18, 1880, rode 230 miles, 469 yards in 16 hours, 59 minutes, 30 seconds.

### Greatest Distance in the Hour.

R. H. English, Sept. 11, 1884, 20 m. 560 yds. Eng. Amateur
 F. J. Lees, Aug. 18, 1883, 20 m. 905 yds. Eng. Profess'l

### Unicycle Record.

John Wilson, Jan. 18, 1885, 6 1-8 miles, 38 min. 4 sec.

### COMPARATIVE RECORDS. Bicycle vs. Horse.

NAME.	TIME.	MILES	TIME.	NAME.
Sellers	2.39	1	2.09 1-4	Maud S.
English	5.32	2	4.46	Monroe Chief
Hillier	8.32	3	7.24 1-4	Huntress
Hillier	11.24	4	11.06	Trustee
Hillier	14.18	5	13.00	Lady Mack
English	29.19 2-5	10	27.23 1-4	Controller
English	35.15	12	38.00	Topgallant
English	44.27 3-5	15	47.20	Girder
English	59.06 3-5	20	58.25	Capt. McGowan
Falconer	2.43.58 3-5	50	3.55.20 1-2	Ariel
Waller	5.51.07	100	8.55.53	Conqueror

### Miscellaneous.

	тіме, 1 м.	TIME, 5 M.	тіме, 10 м.
Locomotive	50 1-4	4.50	8.00
Running Horse	1.39 3-4		26.18
Trotting Horse	2.09 3-4	13.00	27.23 1-4
Bicycle	2.39	14.18	29.19 2-5
Tandem Tricycle	2.54	15.33 3-5	
Skating	3.00	17.56 2-5	36.37 1-5
Tricycle	3.03 2-5	16.19	32.33 2-5
Running Man	4.16 1-5	24.40	51,20
Rowing	5.02 3-4	33.56 1-4	1,23,00
Snow-shoes	5.39 3-4		
Walking	6.23	35.10	1.14.45
Swimming	12.42 1-4	1.04.23	2.43.00

#### Advertisement.

Largest single advertisement in a cycling paper, Stoddard, Lovering & Co., 18 pages, in The Springfield Wheelmen's Gazette, March, 1885.

### Circulation-Cycling Paper.

THE SPRINGFIELD WHEELMEN'S GAZETTE for March, 1885, 15 203

Largest amount of paper used in *one issue* of cycling paper, The Springfield Wheelmen's Gazette for March, 1885, 7,650 lbs.

### "MOCK MODESTY"; OR, LADIES AND TRI-CYCLING.

We have been very much agitated over several questions relative to ladies and the wheel, and every phase of them has been duly and figuratively kicked, cursed, or kissed, according to the mental acumen of the debatees. We have outlived many objections, and there are few, very few, who do not admit that tricycling for ladies is a health-giving and pleasurable pastime, admitting of change of air and scene at so small an outlay and little risk. This alone warrants it being one of the best appreciated recreations possible for them, and this, now we are more enlightened, without running the risk of some dire calamity befalling them. Their hair will not lose its curling qualities nor their faces freckle. They have now the courage of their convictions, and beneath their notice are the pruderies of Mrs. Grundy-

Old and formal, fitted for her pretty part, With a little hoard of maxims preaching down a daughter's heart.

In fact, rather the reverse, for the hair looks curlier than ever in the golden sunshine, and the face has the healthier hue of one who thinks that life is worth living, after all. We ladies in England find that many a pleasurable experience, recorded on the tablets of our memories as things never to be forgotten, occurred on a tricycle. Last summer, when a young lady and I were propelling our social along some of the leafy lanes of "this other Eden-demi-paradise," one of the prettiest sights we saw on the road was a social tricycle, on which were husband and wife working shoulder to shoulder at the front, while two little olive branches were perched on seats behind, looking the very picture of happiness. Could there be a pleasanter mode of taking the wife and family out for a blow of country air? How is it when a young woman wishes to elevate herself above the hum-drum existence of every-day life that she meets with nothing but opposition? If she neglects the lap-dog for the Latin Principia she is a "blue," and therefore to be avoided; if, instead of reveling in the

vanities of afternoon tea scandal, she has opinions of her own, and cannot be convinced against her will, it provokes the cynic's retaliations, which is an illustration of the truth-" Mockery is the fume of little hearts." Lord Lytton says truly-" You women are at once debarred from public life, and yet influence it. You are the prisoners and yet the despots of society. Have you talents? It is criminal to indulge them in public, and thus, as talent cannot be stifled, it is misdirected in private." "'Tis true 'tis pity, and pity 'tis 'tis true." Some few years ago, when one or two young women first paddled a tricycle into the sunny lanes of old England, getting a well earned glimpse of lovely landscapes, and communing with the "noble senators of mighty woods, tall oaks," and thereby obtained a brighter eye and a rosier cheek-how the impropriety of the thing was discussed; but how it flourished, in spite of the "worm i' the bud," far abler pens than mine may tell. Innovations are objectionable, and when one leads many follow, without even stopping to think. But in England we have outlived all the objections, and now a club run is deemed incomplete without its usual complement of lady members, who have always found the society of the knights of the wheel, in Shakespearian language, "a think to tri for." Even the gay young sparks prove themselves, to say the least, sparks of honor; while the courtesy and gallantry to be met with on all hands adds yet to the enjoyment of tricycling.-EMILY SMITH, in Cycling Times.

WHEELING AS AN INCENTIVE TO STUDY .- I have found a tricycle the most helpful and enjoyable thing in exploring the byways and highways of my neighborhood. It has helped me to see things that I might not have discovered had I been on foot, and it has awakened sensations never before experienced by me. The mere joy in self-propulsion seems to sharpen one's vision and strengthen one's receptive faculties. I like to stop and sit in the saddle and peep between the rails of a fence, letting my eyes follow the fresh green rows of young Indian corn that reach far across the level field of dark loam. From the same position I can make such notes and sketches as will be of use to me in the future. Charming physical exercise and pleasing study combined make up about the most desirable of all compounds. When I am tired of pedaling I can stop in the shade of a wayside tree and draw forth a book to read, or I can watch the effect of cloud shadows and wind flaws on the rank green wheat. Meadow larks and bluebirds preen themselves on the fence stakes, field sparrows sing in the young oats, yonder orchard rings with the medley of the cat-bird .- Outing.

Belva Lockwood recently called on President Arthur at the White House, using her tricycle as a means of conveyance. During her visit some one removed the tricycle to a vacant lot back of the Washington monument, where it remained until discovered and returned some days later to its owner by a small boy. Belva was greatly incensed over the affair, and believes President Arthur had the machine carried off to prevent her coming there again.—Sporting Life.

It is reported that a new cycling paper is to be started in Chicago. No other sport is half as well supplied with literature in its interests as is cycling. There should be no wonder at this, however, for there is no other sport at whose shrine more intellectual people worship.—*Pittsburgh Sportsman*.

### NO OTHER WHEEL IN THE WORLD

HOLDS TWO AS FAST RECORDS (ONE MILE by J. S. PRINCE, 2.39) AS THE

# ROYAL MAIL!

Also the 100-MILE AMERICAN ROAD RECORD won by S. G. WHITTAKER in 9 hours on a ROYAL MAIL!

## A RIGID, SUPERBLY-BUILT LIGHT ROADSTER!

WEIGHT, 36 POUNDS.

We offer it as the HIGHEST QUALITY WHEEL brought to the States. Examine one, or send stamp for Circular with many testimonials from leading American wheelmen.

### Description of Light Roadster.

Weight, 36 pounds. Seventy-two Tangent Spokes, strongly tied, as well as brazed at intersections by ROYAL MAIL system of tying, giving rigidity and adding great strength to the entire wheel. Genuine Warwick Hollow Rim, 7-8 inch; the edges of this rim overlap and are strongly brazed together, thus giving two thicknesses of metal on the under side of the rim, besides a thick washer through which the spoke passes before receiving the nut, making it impossible to pull out. Andrews Head, with long center. Hollow Forks, very stout, and with round edges. Detachable Cranks. Bown's Æolus Bearings, which are easily adjusted and do not tighten after long runs. New pattern, noiseless, close-fitting, strong Brake. Best moulded non-slipping Rubber Tire, very full. Oval Backbone, much handsomer than round. The New American Adjustable Saddle, and Buffalo Tool Bag. Finely enameled finish, with bright parts nickeled.

PRICE, 50-inch, \$130.00.

Do Not Fail to Examine a ROYAL MAIL Before Purchasing!

The ROYAL MAIL TRICYCLE also won the Records for 1884. A new Two-Track Tandem just out. THE BEST YET!



February 4, 1885.

Messrs. William Read & Sons:—

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Yours respectfully,

JOHN S. PRINCE,

Champion of America, and 1-mile Champion of the World.

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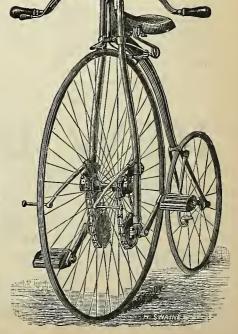
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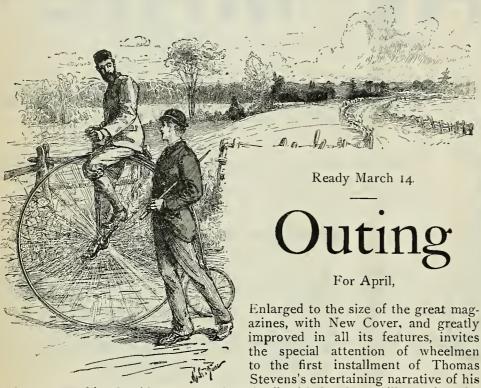
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THE SUBSCRIBERS TO "X. M. MILES."

Though the number of one-dollar subscriptions pledged for "Ten Thousand Miles on a Bicycle" is now, at the close of January, 2,384, the number of individual subscribers is about 150 less than that, on account of the extra copies engaged by some forty of them. Six have ordered ten copies each; and there are two even higher orders, for twelve and for fifteen copies. The parenthesis is used in the following list to enclose these extra subscriptions; a numeral not in parenthesis shows the number of individual subscribers at the town to which it is attached; an asterisk (\*) Indicates a subscribing hotel, and a dagger (†) a subscribing library.

These, then, are the towns which have patronized the road-book:—

Maine — Augusta \*, Bangor 6, Belfast 3, Brunswick †, Calais \*, Lewiston, Lubec \*, Paris Hill, Portland \* 12 (1), Solon \*, Waterville.

New Hampshire—East Rochester 3, Hanover 2, Lancaster, Manchester 2, Nashua (5), Portsmouth \* 6, Rochester \* 10, South Newmarket.

Vermont — Bellows Falls, Brattleboro \* 19, Burlington 2, Middlebury, Rutland \* 16, Springfield, Waterbury, West Randolph 2.

Massachusetts - Abington, Allston, Amesbury, Amherst 4, Andover, Beverly, Boston \*\* 56 (8), Brightwood, Cambridge † 4, Cambridgeport 3, Charlestown, Chelsea, Chicopee 2, Chicopee Falls, Concord, Deerfield, Dorchester 2, Fitchburg, Gardner, Gloucester 2, Greenfield 4, Haverhill, Haydenville 3, Holliston, Holyoke 6, Hyde Park, Jamaica Plain, Lawrence 3, Lee \*, Lowell 4, Lynn 3, Malden 3, Marblehead 3, Medford 3, Merrick, Merrimac 2, Milford, Millbury 3, Needham, Northampton \* 3, Palmer, Pittsfield 2, Princeton \*, Roxbury 3, Salem 5, Somerville, South Abington Station 3, South Boston 4, Southbridge, South Framingham, South Gardner 2, South Hadley Falls, Springfield 62 (5), Stoneham, Wakefield 3, Waltham, Wayland, Wellesley Hills, Westboro 3, West Springfield † 9, Weymouth 2, Whitinsville, Williamstown \*, Woburn, Worcester † 10.

Rhode Island — Pawtucket 2, Providence 12, Warren, Westerly.

Connecticut — Ansonia 3, Birmingham \* 7, Branford, Bridgeport 5, Cheshire \*, Danbury 2, Derby 2, East Berlin, Greenwich \*, Hartford \* 32 (11), Meriden \* 12, Middletown 2, New Britain \* 8, New Haven †† 32, New Milford 2, New Preston, Norwich, Plantsville, Riverton 2, Rockville 8, Stamford \*\* 21 (2), Suffield, Vernon Depot, Waterbur 2, West Ansonia, Willimantic 2, Vantic

New York-Albany 5, Athens 2, Batavia, Binghamton, Brighton, Brooklyn 72, Buffalo 33 (9), Burke, Canandaigua 6, Caldwell \*, Cassadaga, Cazenovia \* 15, Cincinnatus, Clinton, Cohoes, Cold Spring Harbor, Corning 5, Cornwall 2, Cortland, Dayton, Dunkirk 2, Ellington, Elmira 3, Flushing, Fordham, Fredonia, Friendship, Garrisons \*, Geneva, Gerry, Glen's Falls \* 2, Greenwich, Highland Mills \*, Hudson 2, Ithaca 3, Jamaica 2, Kinderhook, Lockport 2, Lyons 2, Madison, Mariner's Harbor, Middletown 4, Mount Vernon 2, Newburgh \* 10, New Rochelle, New York 197 (23), Niagara Falls, Otego, Oswego 3, Peconic, Peekskill 6, Plattsburg, Port Henry, Port Jervis \* 3, Portland, Poughkeepsie 6, Randolph 3, Richmond Hill, Riverhead, Rochester 12, Rome, Saratoga, Schenectady 3, Schuylerville \* 2, Seneca Falls, Sherman, Silver Creek \* 3, Stillwater \*, Stockport 3, Suffern \*, Syracuse 4, Tuckahoe, Tarrytown \*, Troy 8, Warsaw, Watertown 6 (4), Weedsport 3, West Brighton, Yonkers \*.

New Jersey — Beverly, Bordentown 6, Bound Brook, Brick Church, Camden 3, Chatham 2, Cinnaminson, East Long Branch, East Orange 3, Elizabeth 23, Greenville, Hackensack, Hackettstown, Hoboken 2, Jersey City 10 (1), Lincoln Park 2, Madison, Millville 7, Montclair 3, Moorestown 3, Morristown \*\* 13, Mt. Holly, Mt. Vernon, Newark \* 45 (1), New Brunswick 4, Newfoundland \*, Newton 2, Orange 7, Orange Valley, Passaic, Paterson 5, Pemberton, Plainfield 9, Rahway, Red Bank 4, Ridgefield, Roselle, Rutherford 5, Shrewsbury 2, Smithville 14, Somerville \* 2, Summit, Trenton \* 7, Upper Montclair, Washington \*, Westfield 7, West Orange \*, Woodstown.

Pennsylvania - Academy, Allegheny City, Allentown \* 2, Altoona, Ardmore \*\* 6, Bedford \* 2, Beech Cliff, Berwick, Bethlehem 4, Bristol † 7, Brownsville \*, Canton 2, Carpenters, Chambersburg 2, Clearfield \*\* 10, Clarion 2, Columbia \* 9, Corry \* 4, Curwinsville \*\* 2, Danville 3, Devon \*, Easton \* 2, Eddystone, Florin, Germantown 4, Gettysburg \* 2, Greensburg 2, Greensville 8, Harrisburg 10, Haverford College 6, Hawley \*, Hazleton 2, Homestead, Huntingdon 3, Indiana \*, Irwin 7, Jenkintown, Jersey Shore, Johnstown 2, Kennett Square, Lancaster 7, Landisville, Lebanon 2, Mansfield 5, Marietta 2, Mauch Chunk, Mcadville, Mechanicsburg, Mercer, Millersville, Montrose, Mt. Pleasant, Myerstown \*, New Castle, Penfield \*, Philadelphia \*\* 90 (19), Pittsburg 4, Pottsville, Punxsutawney \*, Reading 9, Scott Haven, Scranton 19, Sheakleyville, South Bethlehem 3, Susquehanna, Titusville \* 9, Towanda \* 3 (8), Uniontown \*, Washington, Waynesboro \* 2, Waynesburg \* 3, Wellsboro, West Chester, West Newton, West Philadelphia, Wilkesbarre, Williamsport 2, York 3.

Maryland — Baltimore 46 (10), Cumberland 2, Hagerstown \* 3, North East, Oxford 4, Westminster.

Delaware - Wilmington 2.

District of Columbia - Washington 29 (5).

West Virginia — Shepherdstown \* 2, Summit Point, Wheeling \* 2.

Virginia — Berryville, Harrisonburg 4, Natural Bridge \* 2, Staunton \*, Strasburg \*, Warrenton \*, Winchester.

North Carolina — Charlotte 5.

South Carolina — Columbia 4, Greenville 1.

Georgia — Columbus, Macon, West Point \* 4.

Alabama — Montgomery \* 9, New Castle, Tus-

Mississippi — Columbus, Holly Springs. Louisiana — New Orleans 2.

Texas — Austin, Corpus Christi 3, Fort Worth, Galveston 2, Wichita Falls.

Arkansas - Little Rock, Pine Bluff.

Tennessee — Chattanooga 2, Memphis 6, Nashville 10

Kentucky — Augusta \* 7, Bardstown \*, Cave City \*, Covington 5, Dayton, Frankfort, Henderson \* 10, Lebanon \*, Lexington, Louisville 9.

Ohio—Akron 3, Ashland, Belleville, Berea, Bucyrus, Canton \* 5, Cincinnati 17, Cleveland 26 (1), Columbus 4, College Hill, Dayton 3, Defiance \* 2, Delaware, Elyria \* 2, Findlay, Fostoria 4, Gambier † 2, Groveport, Hamilton, Jamestown, Lebanon, Level, Lockland, Mansfield 2, Massillon, Medina, Middletown 2, Mt. Vernon 10, Newark 2, Niles, Portsmouth, Preston, Ravenna, Ruggles, Shreve, Sidney 2, Springfield 5, Toledo 2, Warren 2, Xenia, Youngstown.

Michigan — Adrian 6, Ann Arbor \* † 21 (10), Armada, Bay City, Coldwater 3, Detroit 17, Grand Rapids, Ovid 2, St. Johns, St. Louis.

Indiana — Bloomington, Columbus 5, Flat Rock, Fort Wayne 10, Indianapolis \*\* 13, Madison, Noblesville 2, Plymouth, Rushville, Terre Haute.

Illinois — Aurora 10, Ashmore (1), Belvidere, Bloomington, Carmi, Chicago 19, Elgin 14, Genoa 4, Highland Park, Kankakee 2, Monmouth 2, Mt. Carmel, Peoria 5 (1), Rockford 11, Sheldon, Wright's Grove, Wyoming.

Missouri — Boonville, Mine La Motte, St. Louis 13.

Iowa — Adel, Burlington, Chariton, Des Moines, Marshalltown, Oskaloosa 2, Ottumwa 2, Sioux City, Winterset.

Wisconsin — Beloit, Jefferson, La Crosse, Milwaukee 3, Sparta.

Minnesota — Arlington, Duluth, Henderson, Howard Lake \*, Minneapolis 3, Preston, St. Paul, Wadena, Winona.

Nebraska - Omaha, Santee Agency.

Kansas — Emporia, Fort Leavenworth † 6, Howard, Kingman, Lawrence, St. Mary's, Topeka. New Mexico — Pinos Altos.

Colorado - Denver 6, Lake City, Leadville.

Wyoming - Cheyenne \* 3, Laramie City 3.

Montana - Bozeman 2, Butte.

Washington—Goldendale, New Tacoma, Seattle. Oregon — Amity, Astoria, Eugene City, Monmouth, Portland \* 12.

Arizona - Tucson,

Utah - Ogden, Salt Lake City.

Dakota - Wahpeton.

California — Los Angeles 2, New Almaden, Petaluma, Riverside, San Francisco 2, Woodland.

Canada — Belleville 7, Brighton, Fairfield, Fort William, Hamilton 3, Kincardine 2, Kingston \* 2, London 13, Montreal 4, Newmarket, Ottawa 3, Port Arthur, St. Mary's, St. Thomas 4, Simcoe 6, Thorold, Toronto 14, Whitby, Winnipeg, Woodstock 7.

New Brunswick - St. John 4.

Nova Scotia — Amherst 3, Annapolis \* 3, Antigonish, Halifax \* 17, Truro 8, Westville, Weymouth \* 2, Windsor \* 3, Yarmouth.

Bermuda — Hamilton, St. George's \*, Smith's.

Mexico — City of Mexico.

England — Ashford, Coventry 2, Hatfield, London 25 (1), Mortlake, North Shields, Redditch, Romford, Sittingbourne, Welwyn, York (1).

Scotland - Aberdeen, Dundee, Glasgow.

Ireland - Dublin.

Sweden - Uddevalla.

Holland - Utrecht.

Germany - Berlin, Göttingen.

France - Paris.

New Zealand — Auckland 3, Christchurch 8, Dunedin, Oamaru 7, Wellington.

New South Wales - Sydney 5.

Victoria - Hamilton 2, Melbourne 9.

This shows 584 towns represented upon the subscription list, as compared with the 309 which supplied the first 1,065 subscriptions, as detailed upon the 13th page of the GAZETTE's present volume (May, 1884). The six New England States are represented by 123 towns and 509 subscribers (including 23 hotels); the similar figures for New York, New Jersey, Pennsylvania and Maryland combined are 216 and 1,046 (53 hotels); for the South, 44 and 141 (12 hotels); for Ohio, Michigan, Illinois and Indiana combined, 78 and 291 (7 hotels); for the West, 61 and 107 (3 hotels); while, outside the United States, 62 towns are

represented by 201 subscribers (including 5 hotels). For the six leading States upon the list the numerals representing towns and subscribers are as follows: New York, 84 and 492 (including 270 in New York and Brooklyn); Pennsylvania, 78 and 283 (including 71 in Philadelphia); Massachusetts, 65 and 260 (62 in Springfield and 56 in Boston); New Jersey, 48 and 214 (45 in Newark and 23 in Elizabeth); Connecticut, 27 and 153; Ohio, 41 and 118; Illinois, 17 and 87. The clubs of largest representation on the list rank as follows: (1) Springfield B. C., 50; (2) Citizens B. C., of N. Y., 42; (3) Kings County Wheelmen, of Brooklyn, 37; (4) Elizabeth Wheelmen, of N. J., 22; (5) New Jerse; Wheelmen, of Newark, 21; (6) Massachusetts B. C., of Boston, 20; (7) Buffalo B. C., 17; (8) Cleveland B. C., 16; (9) Pennsylvania B. C., 16; (10) Elgin, Ill., B. C., 14; (11) Rutland, Vt., B. C., 14; (12) Druid Hill Cyclists, of Baltimore, 13; (13) Stamford W. C., 13; (14) New York B. C., 12; (15) Ixion B. C., of N. Y., 12. Florida, Nevada, and Indian Territory are the only sections of the Union not yet represented by subscribers.

KARL KRON.

University Building, New York, Jan. 31.

### THE WHEEL IN ENGLAND AS SEEN BY AN AMERICAN.

The following sketch of a short visit to England has been kindly furnished by an American bicyclist. He has written about things as they then appeared to him, and if he has made any mistakes, he asks the indulgence of the reader.

For rest, recreation, and business interests combined, I left Boston on the steamer "Scythia" for Liverpool, October 5, 1884, and inside of an hour after leaving the dock, we were out at sea. I had been looking forward for some time for an opportunity to make this jaunt, and it was quite a relief when I found myself in my steamer chair on deck, for it was the only complete rest I had enjoyed for a long while. Representing the sole agents in the United States for machines made by Messrs. D. Rudge & Co., of Coventry, England, I went abroad for the purpose of going through their works, to study the details of the manufacture of bicycles and tricycles, and to suggest changes I might think advantageous to conform to the requirements of our roads. The meets of Hartford, Springfield, and New Haven were fresh in my mind, and as I had been interested in these in regard to the Rudge machine, it was a great satisfaction to me to know that it had fully come up to my opinion of its superiority.

The excitement of the racing season had been heightened by the appearance of Howell, Sellers, James, Gaskell, and Illston, who had come over to make our acquaintance, and show us what English riders could do. There was no denying that they could ride a bicycle well, and they gave our American riders many points in the art of racing which they were not slow to adopt. The records made the previous year were all broken, and new men appeared who were never heard of before. The time of 2.39 for one mile stood as a shining light, being the best on record for the world. I had often watched Howell, Sellers, Dolph, and Hamilton practice on the Hartford track, and had personally timed them more than once, and have seen all of them make 2.40 tremble.

The voyage was a very quick one, taking only eight days to Liverpool, which stands as the best on record between Boston and Liverpool. On the 12th of October, after a searching examination, on landing, by the custom house officers, I left at once for Bradford, in Yorkshire. The custom house officers at Liverpool were very strict, and the principal questions they asked were, "Have you any cigars, tobacco, music folios, or dynamite?" to which I replied, "Not a crumb." In examining my luggage they came across a spindle, for a spinning frame, I was taking out to serve as a pattern or model, which looked to them like a giant cartridge. It was at once pounced upon, and after a lengthy discussion among themselves, they took it to headquarters for examination. I could not help laughing at the little excitement it caused, and I afterwards discovered that several suspicious characters had been arrested with dynamite found on their persons, and the officers had received strict orders to examine all luggage carefully in search of such articles. However, after considerable talking and looking me over, they decided that I was not a dangerous character, and passed my luggage without further delay.

I noticed in going from Liverpool to Bradford the difference between the railway carriages used here and those in the United States. The compartment in which I was placed would just hold six, three sitting forward and three backward. The door was locked by the guard and had to be unlocked every time a station was reached. There were no toilet arrangements, heating apparatus, and scarcely any light, except that which came through a dingy oil lamp, which cast a yellow reflection all over the small space in which we were confined. The road was bordered by hedges neatly trimmed, and the absence of crossings at grade was noticeable everywhere, as all of the roads were either bridged or tunneled. The weather happened to be very wet, but I managed to take a general view of the country as I rode along. After leaving towns we did not see many houses, as they are back from the railroad, until we reached the next town, which gave me the impression that most of the country was owned by but few persons.

Arriving at Bradford I went to the Victoria Hotel. On entering the door a porter immediately took my bag, and a very showy woman invited me to register my name on a book, and I was afterwards taken upstairs to my room. At first I felt rather strange and lonely, but thought, however, I could stand it. English inns and hotels are carried on under somewhat different conditions than the hotels in America. One thinks at first sight that living must be a great deal cheaper, as you are charged only a small price for your room, but when the items of attendance, gas, etc. are added, one finds that there is not much saved after all.

After eating a typical English supper of English chops, tea, toast, and marmalade, I started out to see the city. Two or three theaters were visited; in one of them the Royal English Opera Company was playing "Maritana," which was really very good indeed. The tenor had a particularly fine voice, and one of his solos was received with tremendous applause. I discovered one thing that surprised me very much. The inside of the theater is similar to ours with the exception that what we call the orchestra is called the pit, and is the cheapest part of the house. In some of the theaters half a dozen of the front rows are reserved, which are the highest priced seats, and in other of the larger theaters in London many more rows are taken up for reserved seats. The balconies are quite high priced, a good seat costing from three to five shillings.

for Leeds to see Messrs. J. A. Ardill & Co., noted for being the manufacturers and sole proprietors of Ardill's liquid enamel. This enamel is meeting a want long felt in England by the riders of enameled machines, and the Messrs. Ardill have an article which I think is universally considered the best. After securing the sole agency for the United States of this celebrated article, and giving them an important order, I proceeded to Birmingham, where I stopped for about an hour to take the express to Coventry. The railway station at Birmingham is immense, and if I am not mistaken it is the largest in the world.

At 4 P. M. I left Birmingham for Coventry, arriving half an hour later. Through Yorkshire the country was very hilly, but I noticed many of the roads were quite good. They differed from our American roads in being very narrow but at the same time quite hard. All along the way I had seen bicyclists and tricyclists riding by, but was unable to catch more than a passing glance of their dress or their machines. As I got further down into the midlands towards Birmingham and Coventry the country grew very much prettier and less hilly. From the railway station in Coventry I drove directly to the King's Head Hotel, and, after depositing my luggage, I inquired for Messrs. D. Rudge & Co.'s works, a convincing proof that I was from a foreign country, for Rudge's name is as well known in Coventry as the Queen's Hotel. Following the directions given me I was at their office a few moments afterwards. So soon as I announced myself and named the firm I represented, a tall, powerfully built young gentleman rose and exclaimed, "I am very glad indeed to see you: I have been expecting you for some time. I am Walter Phillips, the general manager of Rudge & Co.'s works." I was none the less pleased to see him, for I had read several years ago of the prominence that Walter Phillips attained at Leicester, particularly for his performance in making the 1-4 mile record of the world, which I believe stands

After mutual friendly greetings I inquired if he was making a safety machine similar to the Kangaroo pattern. He smiled and led me into another room where he showed me a machine which is called the Rudge Safety. Without saying another word I took the machine out into the garden back of the office and mounted it. It required a trial of but a very few turns for me to decide that it was just what I had so long desired and been looking for. I had ridden the Kangaroo in this country before leaving, and, although I thought there was a great field for a safety machine, I was not thoroughly satisfied with that particular machine, as it was very awkward looking and very heavy. The Rudge Safety has the advantage of being from ten to twelve pounds lighter than the Kangaroo, and is of an improved pattern, at the same time not losing a particle as regards safety. In discussing about the machine with Mr. Phillips. I discovered that the original Kangaroo was claimed to have been made by John Keen a number of years ago, and that this machine was made after Keen's patent. I might say here that almost every manufacturer I visited invariably had the original patent of something or another that somebody else was making, and in talking afterwards with Keen I thought he had the best right to be called the inventor of this wonderful little

After looking through the offices, show-rooms, After finishing my business in Bradford I left etc., of their immense works, I returned to my

hotel, where I was informed that Mr. Woodcock, of Messrs. D. Rudge and Co., was awaiting my arrival. After dinner I was shown to his private apartment, where I found a fine, intelligent looking gentleman who welcomed me very cordially to Coventry. The evening I spent with him was one of the pleasantest that I passed in England, and I gained much new and valuable information about bicycles and tricycles. Mr. Woodcock comprises the firm of Messrs. D. Rudge & Co., and, besides his bicycle business, is largely interested in many other branches not only in Coventry but in different parts of the country. Being very wealthy and having the interests of his native city at heart, he has become identified with that city in a great many ways. His recent gift of £ 10,000 to St. Michael's church is only a small part of his benevolent deeds. No man stands higher in, nor is more eminently entitled to, the estimation of the people of that city than Mr. George Woodcock.

The day following, after breakfast, I proceeded to Messrs. Rudge & Co.'s works for a thorough study of them. They are by a long way the largest works in Coventry, and employ in the busy season about 700 men. It took some two hours to go over these works, and on returning to the office I was invited into Mr. Woodcock's private office, who placed at my disposal everything necessary to assist me in my work.

On going down to the office next day Mr. Woodcock took me into the show-room and presented me with a beautiful 53-inch Rudge Light Roadster weighing 31 pounds. Everything was very plain about it and it looked like an ordinary Rudge, but was built exactly as I wanted it in every detail. I had sold my other 53-inch on leaving Boston, and as Messrs. Rudge & Co. had the specifications at their works they made this onc exactly like it with a few improvements. They also loaned me two other machines for my use while in England. One was a central-geared double driver tricycle weighing 80 pounds, and the other was a 36-inch Rudge Safety geared up to 60. The tricycle had a 46-inch wheel, and was geared up to 54; it was something new that they had just brought out, and I saw at once that this was what was wanted for the American market. It was light and strong, and at the same time could be sold for a reasonable price. Every opportunity was given me by Mr. Woodcock and Mr. Phillips to examine even into the minor details of manufacturing, and full permission was given me to freely visit the works at all hours. As already stated, they employ in the busy season about 700 men, their product being about 350 machines per week. In 1884 I had some difficulty in keeping up a supply of these machines. The fault was mine in not ordering more of them, for the demand far exceeded my expectations. To my question, how many machines they could turn out, Mr. Phillips replied, "Give me three weeks' notice and I can double your supply." After I had gone through their various departments I was fully convinced that they could make all the machines I could sell. Beginning at the forge and blacksmith shop, I gradually proceeded through the works, until in about three weeks I reached the finishing shop. I thought when I left America I knew something about a bicycle in a general way, but I came to the conclusion, the more I studied it in the workshops, I did not know as much as I thought I did.

I found a great difference in their method of doing things from ours. Labor is very much

cheaper in England than in America, and they have a great advantage over some of our American manufacturers in having been long in the business. It is nearly fifteen years since the first bicycle was made in England, and as it now forms a very important industry, the workmen become more and more skillful every year. The English manufacturers have got over the idea that a machine must be heavy to stand the strain. Nothing could be farther from the truth. By their skill in manufacturing and their attention to the minutest details in construction they are enabled to build very light machines, and at the same time just as strong and rigid as if heavier. I think tangential spokes and hollow rims the most important parts used in the construction of a bicycle; balls over all, and curved handle-bars are indispensable. The direct spokes and solid rim on the higher grades of machines are things of the past and nearly all of the principal manufacturers make the tangent wheel. A great many of the cheaper makes have the direct spokes, but I think it is because it costs less, and does not require nearly as much care and skill to make them.

One day, as I was busily writing, some one came into the office and exclaimed, "I am very glad to see you, sir," and turning around I saw the tall form of Richard Howell. His American trip had evidently agreed with him; he was dressed in the height of English fashion, but I made up my mind the hat he had on came from New York, and it afterwards proved to be the case. He had come down from Leicester to see me, and to get me to go up there to look at the Belgrave track and see what sort of a place it was. I acquiesced to his friendly suggestion, and made arrangements to go the following Saturday. Arriving in Leicester in company with Howell and Mr. Phillips we visited this famous track. It has four laps to the mile measuring twelve inches from the pole. This is the track on which the wonderful performance of 2.31 was made by both Howell and Wood at the end of a 20-mile race. It is not exactly round, being shaped somewhat like a lemon, flattened at the end. I had arrived in England too late for bicycle races, as the season was over, so had to content myself with looking at the places where the wonderful times and distances were accomplished.

In the evening we called on Fred Wood, who showed me his 20-mile champion belt. I found him a very pleasant young gentleman, standing about six feet tall, and of somewhat slighter build than Howell. He did not look to me like a man who had any great speed in him, and on asking Howell how he could go so fast, he replied, "He rides like the devil when he is chasing you, and you can imagine him giving you 40 seconds to do a lap when he can do it in 39." Wood expressed his determination to come to America and be present at the next Springfield meet. After passing a very pleasant hour with him, we left him to call on Fred Lees.

Lees is another of the noted English riders, and is considered to be one of the best men against a watch that has ever crossed a bicycle. He rides a 54 or 55 inch, and the speed he can get out of it is simply wonderful. Unfortunately for him he does not seem to have good enough speed to be first at the finish, but is rarely beaten by more than a yard or two. I found him very pleasant, and he also expressed his determination to come to America and compete with some of our professionals. I thought what a grand team it would

make to have Wood, Howell, and Lees at Springfield. I have no doubt but what we shall see them there this year.

I returned to Coventry the following day, and in about a week I had entirely finished my business in Rudge's works.

Next in importance in Coventry are the works of Messrs. Singer & Co., Coventry Machinist Co., and Messrs. Hillman, Herbert & Cooper. They employ from 350 to 400 men each, and stand about on an equal footing as far as reputation is concerned. All of these manufacturers are well known in this country as well as in England. I found that they were all making safety machines on the geared up, small wheel type, and all seem to be of the opinion that there will be a large demand for this style of bicycle.

The next day I went to Nottingham and visited Messrs. Humber, Marriott & Cooper. Although they are somewhat smaller manufacturers than the others, the reputation of their work is among the best, and the Humber is well and favorably known all over England. They are high priced, but they turn out a very fine machine, both in bicycles and tricycles. I met here Mr. Robert Cripps, who is probably one of the fastest tricyclists in England. He is in the office of Messrs. Humber, Marriott & Cooper, and occasionally takes a spin on the track with their new racing tricycle called the Cripper. It is like an ordinary T frame centralgeared tricycle, with the front fork of the small wheel extended in a curved shape towards the axle, and crossed by a handle-bar. It really looks like an ordinary type of Humber reversed, and instead of steering very quickly it is just the opposite. Several of the larger dealers were making this type of machine for racing purposes.

Before leaving Boston I had obtained from my friend Marvin, of Ovid, Mich., a copy of "My Cycling Friends," and before I left England I had the signatures of most of the prominent men, both literary and racing. I obtained the signatures of both Cripps and Marriott, of Humber & Co. Mr. Marriott is especially noted for his long-distance tricycling. I should advise every one who is at all likely to travel on a bicycle to get one of these little books, for I am sure they will find it a great pleasure to obtain the signatures of the noted wheelmen in different parts of the world. I would not take ten times the price I paid for mine, and it contains many names which I often look over with interest, and brings back many scenes and events that have occurred in former days.

As my time was limited in England I could not go into every manufacturing establishment, but visited all the principal ones, as I found the smaller builders were simply making imitations of the larger ones as far as they could. As Birmingham was only a few hours' ride from Coventry, I used frequently to run over there and see Messrs. Lamplugh & Brown, and Messrs. J. B. Brooks & Co., also Messrs. J. Lucas & Sons, the manufacturers of lamps. Messrs. Brooks and Lamplugh & Brown are the largest manufacturers of saddles, bags, etc., in England, and turn out quite a variety of goods. They both treated me very kindly, and showed me all over their establishments. They manufacture nearly the same line of goods, and one would be perfectly sure to get what he wants at either place. Their reputation is of the best, and they are well known all over the world. Messrs. I. Lucas & Sons are well known as the makers of the King of the Road Lamp, and I saw some very fine specimens of a new pattern they were turning out for 1885. In both places I placed orders for a large line of their goods, for our department of sundries, and had the advantage of personally selecting the various articles while there. On leaving Bradford, Mr. Brooks gave me a very fine case for traveling, made of solid English leather for holding a change of clothing, etc., which I found very convenient.

While in Coventry, occasionally, with either Howell or Phillips, we would leave early in the afternoon and take a ride over the country, generally ending with a road race for the last three or four miles. The theaters in Coventry were very small and the acting not very good, so very often Mr. Phillips and myself would run over to Birmingham to see some celebrated actor. The principal church in Coventry, the one to which Mr. Woodcock gave £10,000, is St Michael's. It is very old and very large, being highly decorated, and some of the architecture dates back to the 13th century. They have a very nice choir of small boys, who sing very beautifully with their young soprano voices.

One day in the latter part of October, I found that Mr. F. De Civry, the champion of France, and M. Roussett, agent in France for Messrs. Rudge & Co., had arrived in Coventry. Sellers, who is well known in America as having made the world's record of 2.39 for one mile, at Hartford, came down from Preston the day before, and Mr. Woodcock proposed that we should make a party and take a ride out to Kenilworth Castle. We were mounted on all sorts of machines, from a small racing safety geared up to 60, to a new pattern tricycle that resembled the Cripper which I rode. Coming back from Kenilworth we started in for a race, and I was surprised to find what speed I could get out of the tricycle that I was on. It only weighed 45 pounds and was geared up to 65. It took some time to get it in motion, but when it did go it was with vengeance, although I must say it took considerable muscle to drive it. De Civry played with us on his Rudge Safety, and Sellers gave it up after we had raced a mile or two, he being at the time out of condition. On a level stretch of road about 3-4 of a mile long, I challenged De Civry for a race. He promptly accepted and we went. He got away from me at once, but after I had put my machine in motion the distance between us began to lessen, and before we had gone half a mile I was even with him. The next quarter was nip and tuck, but after that we came to a hill, and my machine being geared up too high for hill climbing, he raced away from me in grand style. Notwithstanding this I was surprised to see what could be done on a tricvele. as I never thought much speed could be obtained from one.

Returning to the hotel we found quite a surprise awaiting us, as Mr. Woodcock had, in the meantime, made arrangements for a private dinner party given to De Civry, Sellers, and myself. The party comprised about a dozen, and we sat down about eight o'clock. During the dinner Mr. Woodcock arose and addressed the guests. Most of us being young men he gave us many experiences during his life, speaking very feelingly and giving us a great deal of good advice. It was impossible to listen otherwise than with respect and attention to his words, coming as they did from one who had been the benefactor of many a young man, and who had assisted them more than once both with his purse and counsel.

The next day John Keen, well known as "Happy

Jack," came up from Surbiton. During the few days he was in Coventry he gave me many points and much interesting information in regard to racing and road riding. Keen is very popular among the riders, and as he had an inexhaustible fund of stories connected with races and racing men, it afforded me much pleasure to listen to him.

My work at Messrs. Rudge & Co.'s was now over, all our machines had received my most careful attention, and every detail had been attended to. I knew to a great extent what American riders wanted, and, just before I left, I saw samples of the Rudge Light Roadster, American Rudge, Rudge Racer, and Rudge Safety, together with a Rudge double driver tricycle, and I must say they more than satisfied me. There were no radical changes from the machines of last year, simply some new details, and the Rudge Light Roadster of 1885 is not different from that of 1884, with the exception of one or two points. I had some difficulty in America in convincing the riders that fixed cranks were an advantage, and while in England a great many of the machines that I saw were finished with this style of crank. I was a thorough believer in it myself and saw no reason to change, but at the same time I arranged to have some of our machines come with detachable cranks if our riders wished them

In the afternoon I left for London with my machine and gripsack to accept Keen's invitation to go down to Surbiton. Keen met me at Euston station as agreed, and after putting my bag and machine in a cab with rubber tires, we drove to the Waterloo station to take the train for Surbiton. Arriving at Surbiton I left my machine and bag at the hotel and went down to Keen's shop. He does not make many machines, but those that he does make have a very good reputation indeed.

The next day I went to ride early with Keen to Surbiton. The weather was very fine for the time of the year, and the roads were quite good. I rode my Light Rudge and he rode his Rudge Safety. After breakfast we left for the Anchor Hotel at Ripley. This is one of the most celebrated places in England, and is a great meeting place for cyclists in general. It is twelve miles from Surbiton, and the road was lined with cyclists both on bicycles and tricycles. We passed Claremont, the seat of the late Duke of Albany, also Sandown, a great racing place. We stopped several times with different wheelmen, and arrived at Ripley at 12.30. The Anchor is an old-fashioned inn, very plain, but very comfortable, and the host gave us a very good dinner at a reasonable price. I met there some of the most noted cyclists of the day, including Cooper, Gossett, Webb, Larrett, and some others. Keen introduced me to all of them, and they made me at home at once. About sixty of us sat down to dinner and we had a very jolly time, indeed. Cooper is a great joker, and one of the bestnatured fellows I ever met. At the same time he is very sharp, and it takes a long-headed fellow to teach him some new tricks on bicycle riding.

I found that it was the custom of the riders to rush things going home, and I was rather curious to see how I could stand with the English riders. A crowd of us started with Cooper and Webb, the crack tricyclists, on the Humber tandem, and before we had gone three miles from Ripley there were very few us of left. I did not feel like inviting Keen to race me, for I knew very well that I should stand a good chance of being beaten, for I do not believe there is a man in England that can get ahead of Keen on the road, so I turned my

attention to the others, and let Keen take care of himself. I found that I had no difficulty in getting away from the others on the hills, and at one time I was a quarter of a mile ahead of the lot, Keen in the meantime riding behind and enjoying the fun. After waiting for some of the others to come up, we were riding slowly down a hill about three miles from Surbiton, when Cooper and Webb rushed by on their tandem. In an instant we had set our wheels in motion and were after them as fast as possible. The road was a bit bad and we had only two miles to go, consequently they put on all the steam they had. After going about half a mile I managed to get up even with them, and the rest were close to my heels. As we sighted Surbiton they made their final rush, but it was no good. I had gained about fifty yards on them, and, cheered by the sight of the Angel Inn, I put on all the spurt that I had and won, much to their disgust. Keen did not enter into the last part of the race as I wanted to have it out alone with them. He was evidently delighted, for I believe it was the first time that Cooper and Webb had been beaten on their tandem, and I must say they got more speed out of that machine than I ever dreamed could be got out of any tricycle.

The next day I sent my machine back to Coventry, and went down to London. While there I had the pleasure of meeting George Lacy Hillier, of the Tricyclist, Sidney Lee, another well known flier, and Mr. James Woodcock, nephew of Mr. George Woodcock, of Coventry, and among others, Messrs. Bale and Gaskell, of the Coventry Machinist Company, my two friends whom I had met in America. All of these gentlemen, besides many others, extended to me many courtesies which I hope to repay should they ever come to this country.

The prizes which Gaskell won at Springfield, New Haven, and Boston were exhibited in the windows of the Coventry Machinist Company's office, and were a great attraction. They looked very pretty indeed, but I wondered what those people would think, after looking at these prizes, could they see some of those of George M. Hendee. Although Gaskell's looked very nice, they could not compare with those Hendee has won.

When De Civry was in Coventry he invited me to go over to Paris, and I gladly accepted, intending, after seeing the sights there, to take a tour down to the south of France, but, having received a telegram which changed all my plans, I bade my kind friends in London a hearty good by and went back to Coventry, and sent my luggage and machine down to Liverpool, and after shaking hands with Mr. Woodcock and Mr. Phillips, and sincerely thanking the manageress of the King's Head Hotel, who had been very kind to me when somewhat under the weather, I left on the midnight train for Liverpool, and after some rather quick work I found myself next day steaming out of the harbor on the Cunard steamship "Servia," for New York.

I cannot close this sketch of my trip without sincerely thanking my friends in England for their many acts of kindness and the courtesies which they extended to me while there. I felt when leaving England that I knew much more about the bicycle business than before. I had had a first-rate time, although the greater part of it was spent at the workshops, where I gained much information that has since proved very valuable to me.

Should it be my good fortune that any of my friends in England come to this country, they may be quite sure of receiving a very warm welcome from me, in Boston, Mass.

C.

### THE

## KANGAROO BICYCLE.

Having been appointed Agents for this celebrated Bicycle, we take pleasure in informing the public that we now have a limited stock on hand and will be fully supplied by February 15, and can fill all orders promptly as soon as received. For those not conversant with the construction of this machine, and the great points of merit which in a few months have put it at the very front of the foremost rank of road machines, we give below an illustration and brief description.

The primary object of construction is to secure absolute safety for the rider, without sacrificing the speed, comfort, or graceful carriage of the regular Bicycle, and the result of six months' hardest testing has proven, beyond a doubt, that all that was claimed for it by the makers falls far short of expressing the many points of excellence possessed by this truly wonderful little machine.

The front wheel is 36 inches in diameter, constructed with butt-ended direct spokes, gumetal hub flanges, hollow felloes, and best weldless para rubber tire,  $\frac{7}{8}$  inch diameter.

The rear wheel is 20 inches in diameter, of the same construction as the front wheel.

The front forks, backbone and 26-inch dropped handle-bar, are all of weldless cold drawn steel tubing.

The front and rear wheels and crank axle all run on dust-proof adjustable ball bearings, the pedals on parallel bearings.

The spring is of a new variety (not shown in cut), bolted at front and rocking on a hinged adjustable support at rear. The spring can be set at any desired angle or elevation, thus making the same machine adjustable for different persons.

The elements of safety consist in constructing the front fork to run three inches back of the center of the front wheel, which is attached to the fork by a steel forging in the form of a bracket, and continuing the fork some eight inches below the center of the wheel, and at its lower end affixing a short axle running in a peculiarly constructed ball bearing, to the outer end of which is attached the Crank and Pedal, and on the inner end a sprocket wheel. The outer flange of front wheel hub is also made in

the form of a sprocket wheel, and is connected to the crank axle by an endless chain of the celebrated "Abingdon Works" Company's make.

This construction, by placing the portion of weight carried on the Saddle, well back of the center of the forward wheel, and the portion carried on the Pedals, below the center, makes a "header," or forward fall,

an impossibility, as in case of the rear wheel being raised, the weight at the lower end of the forks would act as a lever to throw it down into position.

The speed is secured by "gearing up" the front wheel, i. e., the sprocket wheel on the front hub has a less number of teeth than the one

on the crank axle, thus the wheel may be made to run as either a 48, 54, or 60-inch, 54-inch being the most advantageous gearing for general work.

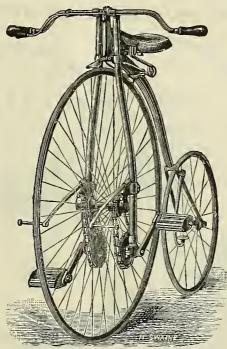
The workmanship and materials are of the highest quality procurable, and no pains nor expense is spared to make the machine the finest on the market.

The finish is in all cases black Harrington's enamel highly polished, all nuts and small parts being nickel plated.

To sum up with, the Kangaroo has proven itself to be the only real safety Bicycle ever made, and to possess far superior running qualities to any. It is safer than any Tricycle, and much more speedy. Is smaller, lighter, and handier than the ordinary Bicycle. Is easier to mount and dismount; and, last of all, it has proven even more speedy than the ordinary Bicycle on the road, having won the hundred-mile road race in England, beating all previous records in accomplishing the whole distance in 7 hours, 11 minutes, 10 seconds, or an average of 14<sup>1</sup>/<sub>4</sub> miles per hour.

In a review of the important events of the year, the London correspondent of The Spring-field Wheelmen's Gazette says of this race: "After all is said and done, perhaps the one 'record' which has occasioned the most wide-spread astonishment has been the time made in the 100-mile road race on Kangaroo safety

bicycles. Even allowing for the favorable state of the weather and wind, it was certainly a staggerer to read that a man had ridden a 36-inch wheeled bicycle 100 miles on the road in faster time than any other velocipede, not excepting the 60-inch racing bicycle, had ever covered the distance."



THE KANGAROO.

Notwithstanding the extra expense of manufacture entailed by an extra set of ball bearings and extra length forks, and the high finish of the machine, we have decided to place it on the market at a price even lower than any regular Bicycle of equal quality, and for the present we will supply the standard pattern KANGAROO BICYCLE at \$130,00. Ball Pedals, \$7.00 extra.

Address all inquiries and orders to

## A. G. SPALDING & BROS.

American Agents,

108 Madison St., CHICAGO. 47 Murray St., NEW YORK.

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WHO ARE WILLING TO PAY A LITTLE MORE THAN THE PRICE CHARGED FOR THE ORDINARY

TRADE CIGARETTE WILL FIND THE

## RICHMOND \* STRAIGHT \* CUT

BRAND FAR SUPERIOR TO ALL OTHERS.

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### THE OTTO TRICYCLE.

The cut represents a large Tricycle suitable for ladies and gentlemen. It is one of the strongest machines made, being reliable, safe, and easy running; comparing favorably with the higher-priced machines in the market, especially in the matter of durability, workmanship, and finish.

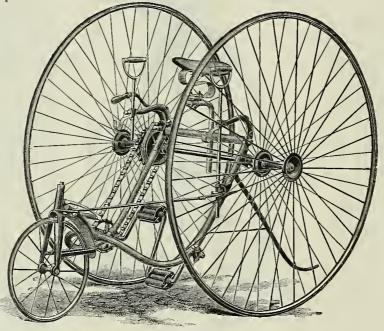
No. 10 has steel wire wheels, with rubber tires, 42-inch hind and 16-inch front.

Price, \$65.00

No. 11 has steel wire wheels, with rubber tires, 48-inch hind and 16-inch front.

Price, \$85.00

BRIEF.—Two 48-inch driving and one 16-inch front steering wheel,  $\frac{1}{4} \times \frac{3}{4}$  inch moulded red rubber tire,  $4\frac{1}{2} \times 6\frac{1}{2}$  inch driving hubs, cylindrical cone steering head, rack and pinion steering rod, adjustable spade handles, adjustable 1 seat rod, double-cranked pedal shaft,  $5\frac{1}{2}$ -inch throw, chain driving, balance gear, tubular frame, and safety stays: plain universal bearings to main and pedal shaft, adjustable cones to front wheel, and band brake; S spring, suspension saddle; tool bag, wrench, and oil-can. Total width, 40 inches; weight, 96 pounds; finish, enameled, with nickeled trimmings.



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THE CELEBRATED

### OTTO BICYCLES

- FOR -

BOYS and YOUTHS.

Keep also a Full Assortment of

Boys' Three - Wheeled Velocipedes

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In All Sizes and Grades.

For Sale by all Dealers and Toy Houses.

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## THE BUTCHER CYCLOMETER

IMPROVED FOR 1885.

Can be read from the Saddle and used with a Hub Lamp.

PRICE, \$10.00.

This Cyclometer has been greatly improved since last season by the use of a new style of movement which is much superior to the old, both in pattern and workmanship.

### THE BUTCHER AUTOMATIC BICYCLE ALARM

Is the Cheapest and Best Automatic Alarm in the Market.

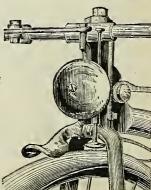
Price, post-paid, \$2.00.

Send for Circulars.

### BUTCHER CYCLOMETER CO.

NO. 338 WASHINGTON STREET,

BOSTON, MASS.



### Correspondence.

Editor Spring field Wheelmen's Gazette:-

In the January issue of the GAZETTE, I noticed that it was stated that I was a member of the Golden Gate Bicycle Club, of San Francisco, Cal. I wish to correct the mistake. The Golden Gate Bicycle Club was organized before I left San Francisco and is a professional club, and as I am an amateur rider, I am no member of said club. I am an honorary member of the San Francisco Bicycle Club, which was organized, December 13, 1878, and as a club belongs to the L. A. W.

Very respectfully,

F. W. GIBSON.

HENDERSON, Kv., Feb. 4, 1885.

Editor Spring field Wheelmen's Gazette:-

Henderson, Ky., is a city of 10,000 population, situated upon the Ohio river, twelve miles from Evansville, Ind. It has the best roads, and is the healthiest and second highest point on this stream, and has never been inundated by unprecedented high water. It has as many fine horses as any place in America of its size, and as much good liquor, and more pretty women, than any city in the known world to its number of inhabitants. Henderson also has a very remarkable bicycle club, which bids fair in a short time to be the ne plus ultra organization of the known world. Henderson Club boasts of having new members who can out-run a locomotive with their brakes on. The club fabricator—usually, and politely referred to as the one who is to dispense truth with penurious frugality-actually, as he rashly asserts, frequently rides the telephone wires, turning complete somersaults at each pole in his pleasure jaunts, and all this without a dismount. His next ride will be upon the wings of the morning.

Respectfully,

ONE OF THE GANG.

WEEDSPORT, N. Y., Feb. 24, 1885.

Editor Spring field Wheelmen's Gazette:-

I was surprised to see in the February issue of the GAZETTE a communication, signed "Weedsport Bicycle Club," written by Charles Townsend, late secretary of said club, announcing a grand tournament to be held by the club on the 17th and 18th of June next. Surprised, I say, for the reason that this club has never decided to hold a tournament next June or at any other time, although various members of the club have talked over the feasibility of holding an afternoon racemeeting sometime during the coming season.

Said communication was written by said Townsend without the knowledge or sanction of the club, as no club of only ten members, especially in a town of the size of Weedsport, would be so foolish as to go into any tournament scheme on so elaborate a scale as laid out therein by our late secretary.

Will you please publish this in your March issue in justice to the Weedsport Bicycle Club, as we wish the wheelmen of the country to understand that the club had nothing whatever to do with the publication of said article. Please announce, also, that Charles Townsend, late Secretary of the Weedsport Bicycle Club, has been expelled from membership in said club, for conduct unbecoming a gentleman and a wheelman.

Yours etc.,

H. D. BROWN, Prest. Weedsport Bicycle Club.

SAN FRANCISCO, Feb. 13, 1885.

Editor Spring field Wheelmen's Gazette:-

We wheelmen of the West do really take compassion ou our Eastern brothers, for while they are securely tucked in-doors, we are doubtless enacting the scenes their most vivid imaginations are depicting.

Last Saturday afternoon, at 1.30 P. M., the captain of the Bay City Wheelmen, accompanied by some five or six selected friends, took a reconnoitering expedition down the road to San Jose, distant about fifty miles. We had had no rain for a week previous and the roads were reported in splendid trim. They made the run in four hours and three quarters, having loitered about threequarters of an hour on the road. Next morning they rode to Alum Rock, which is a summer resort, distant about five miles from San Jose. Those five miles are wearisome ones, however, for a wheelman, and sometimes he is half inclined to yield to the cry of the small boy, and "get off and push." It is an up-hill job from the word go, and by the time the end of the third mile is reached the demands of nature become too strong to be resisted, and the wheelman reluctantly (?) resigns his pedals for some soda.

After passing over the remaining two miles we arrive at the springs, which are beautifully situated in a little clump of trees. Here the weary wheelman enjoys a sulphur bath (either hot or cold) which repays him for his hard work.

After a little lunch the homeward ride is commenced. It is a continuous coast the whole way to San Jose, and if it were long enough we might make a road record to beat the world. We wheelmen of the West are content to enjoy ourselves at present without trying to break our necks making records, as will be seen by referring to the Pacific Coast records, viz., 1-4-mile by F. R. Cook, 378.; 1-2-mîle, F. R. Cook, 1.29 1-4; 1-mîle, F. R. Cook, 3.04 4-5; 2-mile, F. E. Johnson, 6.53 2-5; 5-mile, H. C. Finkler, 14 m.; 10-mile, F. E. Johnson, 35.06 (this, however, cannot be called a record as Mr. Johnson had a handicap). But our main excuse for poor time must be the poor condition of our racing tracks. If any of our Eastern brethren think the fault lies with the man let them come out to the tournament of the Bay City Wheelmen, May 30, and put the case to a test.

I do hope we shall be able to send a representative from this side to the next meet of the Springfield Club, and if we do succeed and Mr. Cook is the selected party, we would be much pleased to have him go a mile with your Hendee, not that we presume for a moment that Cook would get away from him, but simply to see how the Pacific Coast metal compares with the Eastern "blooded stock," although at the same time we put a good deal of confidence in our Cook.

Yours "on wheels,"

BAY CITY.

WINNIPEG, MAN.

Editor Spring field Wheelmen's Gazette:-

Accept the congratulations of the Manitoba wheelmen on the splendid success achieved by the Springfield Club in its third annual race meeting. Springfield has become the Derby of bicycling; long may it continue so, and long may the races be so keenly contested and so squarely conducted, fair play being dealt to both visitor and resident. Although we are on English soil (nominally) the majority of our boys would like to see Hendee—an American product—treat Sel-

lers and all comers to a view of his little wheel. Better luck again, George!

Four of our boys made an extended tour through the province, last fall, over roads which were to bicycle riders maiden ones. There was considerable satisfaction, apart from the pleasures of the tour, in the thought, that never before since time was, had bicycles been ridden over these trails. Some such feeling as that which animated the ancient mariner, as he set out on his voyage of discovery, came over the boys as they flew along. The trails were peerless, the boys in high spirits, the settlers genial and courteous, and the tour pronounced the most enjoyable ever taken by the members of the party. Three hundred miles were covered, eighty miles being the largest day's record. The party consisted of Cliff B. Keenleyside, W. W. Matthews, A. J. Dorch, and L. R. Arnett. So delighted were they with the trip, that already tours have been planned for the coming season. Some of the more adventurous riders are advocating a trip by train to the "Backbone" of America and return on wheel, via the old Battleford trail, a distance of nine hundred miles.

We have, in turn, beaten the record in this city for almost everything, from "real estate booms" to "ozone," and do not intend to take a back seat in regard to bicycling. At our annual race meeting, this fall, K. J. Johnson won the provincial championship. Won the provincial championship! Yes! and won every race in the country for the entire season. In fact the only way to keep him from winning would be to adopt the old lady's advice for keeping boys! pants from bagging at the knee-"Go without or kill the boy." The winner of the consolation race "keenly sighed" as he was seized with a cramp in the second mile of the five-mile championship race and was knocked out for the others, but said he as he "came run"-ing down the stretch, "We will 'see later'; they are not going to leave me in the consolation race." No coroner was required.

The annual meeting of the club was held last

The annual meeting of the club was held last week, when the following officers were elected for the ensuing year: Honorary president, David Young; president, R. J. Whilla; vice-president, A. C. Matthews; secretary and treasurer, C. B. Keenleyside; captain, W. E. Slater; first lieutenant, K. J. Johnson; second lieutenant, L. R. Arnett; bugler, W. J. Osborn; whip, George Broughall. The choice of captain was a good one. More anon.

Yours fraternally,

"MACHINE."

Editor Springfield Wheelmen's Gazette:-

I notice in your issue of December the wail the Bicycle World sends up at the small attendance to witness the contests of Neilson and Young, and the small interest Bostonians take in bicycle sports in general. To those who have witnessed the large gatherings in England it does appear somewhat singular, but the principal causes of failure are not far to seek. As one who has had some experience in these matters, I hope you will not think it out of place if I endeavor to point. out the means they adopt in England to insure success, and if these were followed out here I feel confident we should hear, in a very few years, no more wails of that kind. People here on all sides complain there are no amusements at holiday times. Then why not meet them by providing these sports when the people have the leisure to attend, as they do now in England?

1. The committee fix a time for their sports

when it is a national holiday, such as Easter Monday, Whit Monday, and the first Monday in August; and even the Surrey Bicycle Club, which has the advantage of such a central place for sports as the Kennington Oval, selects the Saturday afternoon which is a general holiday in London. The people cannot and will not spare time during working hours to attend athletic sports but are only too glad to have somewhere to go to spend their leisure time.

- 2. Most of the bicycle clubs out of London hold their sports in conjunction with the athletic clubs for a time until they get strong, and these sports then consist of running, walking, throwing the cricket ball, tug-of-war, three or four bicycle and tricycle races, interspersed with choice selections of classical music—not common stuff that one so frequently hears droned forth on the streets of most of our large cities. Thus a greater number of tastes are gratified.
- 3. The storekeepers are invited to contribute to the prize fund and this they gladly do, for they get their money back with interest in a variety of ways.
- 4. Advertising largely in the local and provincial papers, with plenty of placards all over the city and neighborhood, with hand-bills, men with boards, etc., etc.

The people want holidays and must have them, and will in some form or other; this is conceded by all rulers, and if the people are educated to find enjoyment in witnessing and taking part in athletic sports, which is quite an easy thing to do, as most people take kindly to it, we should then hear no more dismal wailing from the cycling world, and the people would be healthier and happier than if passing their holidays in saloons, etc. The advent of public athletic sports in England is only of recent date, and no sports have grown so rapidly in public favor as they have done. Any one can go, no matter what creed or nation, male or female, refined or otherwise; any man may take his wife and daughters-the sons are sure to be there if they can get a chanceand there is nothing to offend even the most fastidious. You get the glorious sunshine, sweet fresh air, and all are as happy as at a marriage feast.

An Ex-Englishman.

#### WHEELING AROUND THE WORLD.

Editor Spring field Wheelmen's Gazette:-

In reply to inquiries regarding whether I intend to finish the tour around the world, which I started from San Francisco to accomplish last spring, I beg leave to state that before I started from San Francisco, a well-known New York patron of athletic sports promised—or, leastwise, as good as promised-me the backing necessary to finish the feat of circumnavigating the globe with my wheel, in case I proved my capability for the task, and the genuineness of my intentions, by first wheeling across this continent. After performing my part of this stipulation so conscientiously that I wouldn't even ride across the Missouri river bridge at Omaha, but made the Union Pacific Railroad Company give me a special permit to wheel over, I arrived in New York to find that the gentleman had changed his mind; he probably never expected I would come through.

My intention was to reach Constantinople last fall, and, wintering there, finish the journey across Central Asia to the Pacific coast in China this coming season. To some, this project may seem rather chimerical, but it isn't; it is perfectly feasible, and—barring unforeseen accidents—the pro-

gramme would have been carried out to the letter, had the expected assistance been forthcoming; but as it was not I have been compelled, so far, to remain on this side of the Atlantic.

On my tour across this continent I gathered material for a most interesting book of bicycle touring experiences, which is written, and will be published at the proper time; likewise a series of papers containing a shorter narrative of the tour, which is to appear in Outing, commencing with the April number. The bicycle tour across the Indian and Rocky Mountain country of the West could scarce have failed to be productive of novel and interesting experiences; but the route I proposed to follow across Europe and Asia, leading, as it does, through several different nations, and semi-civilized peoples who never even heard of the steel-horse, would be productive of experiences infinitely more novel and interesting than any part of this continent; and my disappointment at being compelled to halt, last fall, was anything but small. The journey could not be finished now in one season; but Teheran, Persia, or Bokhara, Turkestan, could be reached this coming summer, and the remainder overcome the following year. I have talked with intelligent Chinamen, and understand that the difficulties in the way of a white man-barring, of course, Frenchmen - passing through the Chinese Empire are not insurmountable nowadays; and I venture that a person traveling by means of so-to them-novel and curiosity-exciting a conveyance as the bicycle would encounter little or no hostility from the Chinese or any of the semi-civilized Asiatics through whose territory his route would lead. Physical difficulties greater than anything encountered in the West would doubtless be encountered in certain parts of western and central Asia, but they would simply necessitate the outlay of a corresponding amount of perseverance to be overcome. As there are in the West, so there doubtless would be in Asia, long stretches of roadless country where cycling would be anything but an agreeable pastime; but on the whole it would be an exceedingly interesting thing for wheelmen to see accomplished, this "Wheel around the World."

Before undertaking the start, last April, I carefully weighed all the difficulties of cycling through countries where no artificial roadways exist, where long stretches of uninhabited country would be encountered, and where the language would not be understood. Readers of Outing will learn that even a roadless country is not without a certain amount of excellent surface for wheeling; indeed, I found in many places in Nevada, Utah, and Wyoming, surface smooth enough for rollerskating; by temporarily turning the bicycle into a "pack mule" for carrying water and provisions, it is possible to cross a waterless desert two hundred and fifty miles wide, but no such severe stretch would be encountered on the whole journey; from experience among Indians I know that the difference in language is a minor consideration, easily overcome; in short there is nothing impossible about the feat; and with the hardships in crossing the Rockies fresh in my memory, nothing would suit me better than to accomplish it.

There is no question but that every wheelman—to say nothing of others—would much like to see the feat of circumnavigating the globe—barring oceans—with the wheel, accomplished; and I know hundreds of venturesome "bikers" are in terrible suspense about whether the great wall of China is ridable or not, and whether a header off

it would be likely to jam a fellow) head down into his stomach; and I make no secret of saying that in making public this announcement of my readiness to finish the feat, I am borrowing a lesson from Melville of Arctic-exploration fame, who offers some rich man or club with \$100,000 to spare, a half interest in the glory of another Arctic expedition; the mighty difference between this case and that one being that the cost would be nearly one hundred times less, whilst from the wheelman's standpoint I don't know but the glory would be more; and I think nobody need be anything out of pocket in the end. A letter to this paper, or the Wheel, New York, will reach me.

THOS. STEVENS.

[English and American cycling papers please copy.]

### TEXAS SIFTINGS.

Editor Springfield Wheelmen's Gazette:-

From Memphis, Tenn., to Galveston, Texas, was the next long jump indulged in by the professionals, since my last letter, taking in New Orleans en route. We found the Exposition in rather an unsettled condition, owing to the heavy rains which had prevailed for weeks previous to our visit. Hunting up the Rudge agents, we found little or no interest in bicycling in the "Crescent City," and were told there would be little or no exhibit of bicycles at the Exposition. This is to be regretted, as I think a good exhibit would further the interest in the sport, and materially assist the agents and manufacturers. I heard that the Columbia people would have some kind of a show in the Connecticut exhibit. I met Mr. McD. Nathan, the editor of Bicvcle South, and learned from that gentleman several things connected with Southern wheeling. Mr. Nathan said the New Orleans boys were not much on the "hustle," and did not grieve excessively over their failure to have the L. A. W. meet held in New Orleans. By the above, then, I should think the L. A. W. had better steer clear of New Orleans for the future, for if there is so little interest taken in it, a failure would probably

On asking Mr. Nathan how his paper fared, he replied by saying the youngster was getting along as well as could be expected, considering the small number of wheelmen in his section. The South has three papers devoted to cycling, the Southern Cycler, published by Mr. W. L. Surprise at Memphis, Tenn., taking the lead in the procession. I think the Bicycle, published at Montgomery, Ala., should, in conjunction with the New Orleans paper, join forces with their Memphis leader. Boil the three into one good live paper, and that will accomplish more good than the three, as they lack the force which is essential to success.

I found Galveston, Texas, a very delightful place indeed, and two weeks of work and pleasure were put in by John S. Prince, Mile. Armaindo, T. W. Eck, and W. J. Morgan. Galveston is well adapted for bicycling; a splendid beach which is ridable for thirty miles extends on either side of the city. There are some fifteen riders in Galveston, and a club will be formed next season. Mr. Baldinger is the agent for wheels here, and is also a subscriber to the GAZETTE.

From Galveston, Messrs. Eck, Morgan, and Mille. Armaindo went to San Antonio, Mr. Prince going to New Orleans to run three races against Woodside. We found San Antonio a very curious and historical old city, with narrow streets and sidewalks, no two houses being alike, and the

roads around not calculated to enthuse the wheel-

The first night I was called to the telephone, and the following conversation occurred: "Hello!" "Hello!" "Say, will you please ask if the W. J. Morgan, who is staying at your house, is the same W. J. Morgan, formerly of the Monmouthshire (Eng.) Bicycle Club?" An affirmative answer being given, the questioner yells, "Well, I'll be goll darned! I raced against him in a handicap at Newport, England, in 1880. Tell him to come over and see me." The gentleman turned out to be Mr. Cox, formerly Secretary of the Sussex (Jersey) Club. Mr. Cox is at present connected with the Southern Hotel, San Antonio.

I endeavored to do some riding around San Antonio, and the people, especially the Mexicans, eyed me curiously, if not suspiciously, as they had never seen a bicycle before. On riding around I noticed a dude kind of a cowboy standing and looking as if he wished to shoot a spoke out. Naturally I avoided him.

On Sunday last a series of races took place at the San Antonio driving park, Mlle. Armaindo and W. J. Morgan riding against horses, the former going 1-4 mile heats, while the latter went five miles against the fast San Antonio horse "Frank S." The cow-boy that I had observed eving me was on hand with a hat big enough for four men. On the finish of the five-mile race, which the bicyclist won, the cow-boy rushed up and congratulated the rider, with a Scotch accent. He said, "The last race I run was in a handicap in Scotland, H. L. Cortis, scratch." "Great Scott!" exclaimed Morgan. "What! you a bicycle rider?" "Yes, my friend," he returned. "You can hardly recognize the former mashing captain of the Edinburgh Bicycle Club in these togs; nevertheless, I used to captain the Edinburgh boys. My name is Galbraith. I used to race quite a little, but now I ride 'bronchos' for a change," and

the cow-boy smiled. Mr. Galbraith is a young man of twenty-four summers, and takes kindly to Texas.

This reminds me of a good joke on the "Prince" of bicyclists. Last winter when the party of professional bicyclists, including the "mile champion," was showing at Colorado Springs, one fine morning Harry Higham, Tom Eck, and John Prince went out for a ride on the road; after going some distance they were joined by a party of cow-boys who commenced racing their ponies against the boys. After a good deal of fun, one of the cowboys, who was loaded down with six-shooters, offerred to bet Prince five dollars that he could ride his (Prince's) bicycle. The wager was accouted;

the cow-boy jumped off his horse, and the crowd gathered around in anticipation of some fun. The cow-boy made a pedal mount and rode right away, much to the disgust of Prince and the laughter and surprise of the crowd. He turned on the road and, coming back, jumped nimbly off claiming the five dollars, which was given him. Mr. Prince then inquired of the cow-boy where he had learned to ride, and he mentioned a well-known college just outside of Boston, and said, "I used to race a little once myself; that was when I attended college." The crowd adjourned to drink Prince's health at the nearest saloon.

From San Antonio to this city was the next ob- | tion of Mr. L. D. Copeland and his steam bicycle.

L. D. COPELAND'S STEAM BICYCLE.

jective point of our party, and to say that I like this city is drawing it mild. The country around here is rather hilly but very well adapted for bicycling. Some fine roads can be selected for a tour around this part. Mr. Strubner was appointed the Rudge agent here yesterday, and no doubt this next season will see many wheels in Austin. Mr. Strubner is the captain of the boating and athletic club, and is just the man to "boom" the sport of bicycling.

To show that an interest is being awakened by our visit here, I quote an editorial from the San Antonio Times, of Feb. 16, which reads as follows: " It looks as if bicycle riding will be the rage now,

since the professionals have visited us. Mr. R. H. Innis, the popular freight agent of the Sunset Road, received a beauty by express this morning, and several others are intending to purchase. Let's organize a bicycle club and all start in together." This looks encouraging, and still some people cry out the professionals are bad men, and injure the sport. "SPOKES."

#### A STEAM BICYCLE.

Through the courtesy of the New York Clipper we are able to present to our readers an illustra-

> This wonderful wheel has a reciprocating steam - engine attached to the bar which connects the handle with the small wheel in front. Benzine is used for heating purposes and steam can be got up in a few moments. At the present time the supply of the fuel and water has to be replenished every hour, but with anticipated improvements supplies enough for several hours will be provided for. Ninety pounds of steam can be carried, but the machine can be run with twenty pounds. The machine averages about five minutes a mile over an ordinary road. The pedals can be used in conjunction with the steam power whenever necessary, and the speed will be increased accordingly; when the steam power only is used the pedals are brought into requisition for foot rests. By the unscrewing of two bolts the entire machine can be taken off and there remains the ordinary "Star" bicycle in its entirety. Possibly the reader has pictured a machine which is both awkward and cumbersome, so he will be all the more surprised when he learns that everything connected with the steam part of the bicycle, the boiler, water tank, engine, benzine tank and all the appliances weigh only eighteen pounds. The engine is furnished with quarter horse power. The machine has reached the present

state of perfection only after four years of continuous study and experimenting by the inventor, Mr. L. D. Copeland, of Phœnix, Arizona. At the request of several wheelmen Mr. Copeland gave an exhibition with the machine at the Mechanics' Pavilion, San Francisco. The few gentlemen who were fortunate enough to be present were unanimous in the praise of the invention. The ingenuity of the contrivance is a matter of astonishment to those of a mechanical turn of mind. Mr. Copeland has patented the invention, and is negotiating with the large bicycle firms in the East for the purpose of entering into some engagement for the manufacture of the steam bicycle.

## BICYCLE CLUB DIRECTORY.

Arranged according to date of organization.

Arranged according to date of organization.						
NAME OF CLUB.	CITY OR TOWN,	STATE.	Organized.	No. of Members.	Secretary.	
Boston Bicycle Club,	Boston,	Mass.,	Feb. 11, 1878,	313	Edward W. Hodgkins, 87 Boylston Street.	
Chicago Bicycle Club,	Chicago,	Illinois,	Sept., 1878,	60	S. H. Vowell, 179 La Salle Street.	
Capital Bicycle Club, Fitchburg Bicycle Club,	Washington,   Fitchburg,	D. C., Mass.,	Jan. 31, 1879, Feb. 21, 1879,	125	John M. Killits, 919 G Street N. W. George A. Wilson, 247 Main Street.	
Buffalo Bicycle Club,	Buffalo,	N. Y.,	Feb., 1879,	76	C. S. Butler, 263 Main Street.	
Philadelphia Bicycle Club,	Philadelphia,	Pa.,	May 22, 1879,	49 36	H. A. Blakiston, 215 South 41st Street.	
Providence Bicycle Club,	Providence, Philadelphia,	R. I., Pa.,	July 7, 1879, Sept., 1879,	55	Howard L. Perkins, Box 460. George D. Gideon, 1539 Race Street.	
Connecticut Bicycle Club of Hartford,	Hartford,	Ct.,	Oct. 20, 1879,	40	Wm. F. Colton, Box 792.	
New York Bicycle Club,	New York, Pittsburgh,	N. Y., Pa.,	Dec. 18, 1879, Dec., 1879,	35	Edwin W. Adams, 114 Wall Street. Charles M. Clarke, 110 Diamond Street.	
Citizens Wheel Club,	Minneapolis,	Minn.,	Dec., 1879, 1879,	30	S. F. Heath, Box 53.	
New Haven Bicycle Club,	New Haven,	Ct.,	Jan. 24, 1880,	17	J. de Selding Brown, Box 904.	
Rochester Bicycle Club, Buckeye Bicycle Club,	Rochester, Columbus,	N. Y., Ohio,	Feb., 6, 1880, Feb., 1880,	45 34	Ruben Pennett. Ward Perley.	
Wilkesbarre Bicycle Club,	Wilkesbarre,	Pa.,	Мау 30, 1880,	30	H. F. Brandon.	
Sea Side Bicycle Club,	Norfolk, Oakland,	Va.,	May, 1880,	14	J. C. Carroll, 197 Main Street.	
Oakland Bicycling Club, Albany Bicycle Club,	Albany,	Cal., N. Y.,	July, 1880, Aug. 25, 1880,	35 172	W. C. Gibbs, 318 California Street. Fenimore B. Holdridge, Comptroller's Office.	
Nashville Bicycle Club,	Nashville,	Tenn.,	Sept. 14, 1880,	22	J. R. Dortch, Nashville Mutual Warehouse Co.	
Lafayette College Bicycle Club, . Orange Wanderers,	Easton, Orange,	Pa., N. J.,	October, 1880, Nov. 11, 1880,	20 20	J. Madison Porter. W. A. Belcher, Highland Avenue, Orange Valley.	
Plainfield Bicycle Club,	Plainfield,	N. J.,	1880,	27	Robinson Pound.	
Thorndike Bicycle Club,	Beverly,	Mass.,	April 19, 1881,	25	L. L. Dodge, Box 187.	
Springfield Bicycle Club, Salt Lake City Bicycle Club,	Springfield, Salt Lake City,	Mass., Utah Ter.,	May 6, 1881, May 13, 1881,	70 16	Sanford Lawton, Box 1019. Walter Jennings, Box 262.	
Marblehead Bicycle Club,	Marblehead,	Mass.,	May 21, 1881,	36	P. H. Shirley, Box 546.	
Fremont Bicycle Club,	Fremont,	Ohio,	May 23, 1881,	5	John G. Nuhfer.	
City Bicycle Club,	Brockton, Scranton,	Mass., Pa.,	May 24, 1881, June 20, 1881,	45 28	O. P. Lovejoy. John J. Van Noxt.	
Elmira Bicycle Club,	Elmira,	N. Y.,	July 1, 1881,	32	H. S. Kidder.	
Hermes Bicycle Club, Frankford Bicycle Club,	Chicago, Frankford, Phila.,	Illinois, Pa.,	August, 1881, Sept. 1, 1881,	35	F. J. Tourtellotte, 3401 Wabash Avenue. Arthur Matthews, 4619 Worth Street.	
Holyoke Bicycle Club,	Holyoke,	Mass.,	Sept. 1, 1881,	9 20	Herbert Fenno, Box 235.	
Rutland Bicycle Club,	Rutland,	Vt.,	Nov. 12, 1881,	26	John R. Bates.	
Susquehanna Bicycle Club,	Susquehanna, Chillicothe,	Pa., Ohio,	1881, 1881,	5 15	Wm. Garner. H. Dump.	
Wheeling Wheelmen,	Wheeling,	W. Va.,	1881,	20	Charles B. Ott.	
Clinton Bicycle Club,	Clinton, Northampton,	Mass.,	Feb. 7, 1882,	19	Joseph G. Jackson, Box 771.	
Northampton Bicycle Club,	Charlotte,	Mass., N. C.,	March 1, 1882, Mar. 15, 1882,	33	Louis L. Campbell. Albert Durham.	
Ixion Bicycle Club,	New York,	N. Y.,	March, 1882,	33	Ed S. Robinson, 2 East 60th Street.	
Hudson Bicycle Club,	Hudson, Akron,	N. Y., Ohio,	May 13, 1882, May 15, 1882,	10	C. A. Van Deusen, Jr. Charles Howland.	
Meriden Wheel Club,	Meriden,	Ct.,	May 17, 1882,	25 42	Horace G. Miller, Box 777.	
Citizens Bicycle Club,	New York,	N. Y.,	June, 1882,	84	John C. Gulick, 50 Eighth Street, West.	
Binghamton Bicycle Club, Owl Bicycle Club,	Binghamton, Bordentown,	N. Y., N. J.,	June, 1882, July 10, 1882,	25	W. F. Sherwood, 49 Court Street. Wilson Cutter.	
Greenfield Wheel Club,	Greenfield,	Mass.,	July 12, 1882,	25	Frank P. Forbes.	
Pennsylvania Bicycle Club, Sparta Bicycle Club,	Philadelphia, Sparta,	Pa., Wis.,	Aug. 3, 1882, Aug. 12, 1882,	60	Isaac Elwell, 229 South Sixth Street. E. W. Harvey.	
Middletown Wheel Club,	Middletown,	N. Y.,	Aug. 15, 1882,	16	Moses Vail.	
Laramie Bicycle Club,	Laramie City,	Wyom. Ter.,	Aug. 26, 1882,	6	C. S. Greenbaum.	
Clarion Bicycle Club, Sacramento Bicycle Club,	Clarion, Sacramento,	Pa., Cal.,	Sept. 1, 1882, Sept. 12, 1882,	10 12	A. B. Reid. Robt. H. Hawley.	
Victor Bicycle Ćlub,	Greenville,	Pa.,	Sept. 18, 1882,	18	C. B. Shrom.	
Eurota Bicycle Club,	St. Louis, Cheyenne,	Mo.,	October, 1882,	6	E. M. Senseney, 3029 Glasgow Place. Frank H. Clark.	
Brighton Bicycle Club,	Cincinnati,	Wyom. Ter., Ohio,	Nov. 2, 1882, Nov. 15, 1882,	18	William Bahmann, Western Ave. and Exeter Street.	
Millville Bicycle Club,	Millville,	N. J.,	Nov. 20, 1882,	35	John S. Reeve.	
Newbury Cyclists' Club,	Newbury, Emporia,	Mass., Kansas,	Nov. 23, 1882, 1882,	5	P. O. Box 770.	
Murfreesboro Bicycle Club	Murfreesboro,	Tenn.,	1882,	15	J. H. Nelson.	
Valley City Wheel Club,	Sidney, Bethlehem,	Ohio,	March 1, 1883,	II	E. P. Robinson.	
Washington Cycle Club,	Washington,	Pa., D. C.,	Mar. 16, 1883, Mar. 31, 1883,	20 50	C. F. Smith, Anthracite Building. John H. Hawley, 1023 12th Street N. W.	
Woodstown Bicycle Club,	Woodstown,	N. J.,	March, 1883,	7	W. L. Taylor.	
Æolus Bicycle Club,	Paterson, New Haven,	N. J., Ct.,	March, 1883, April 9, 1883,	7 9 25	W. F. Beggs, care Passaic Rolling Mill Co. E. L. Manville, 316 Elm Street.	
Dakota Bicycle Club,	Grand Forks,	Dakota Ter.,	May 13, 1883,	7	Joe E. Clifford.	
Macon Bicycle Club,	Macon,	Ga.,	May 13, 1883,	7 18	J. C. Winberg.	
Morris Wanderers,	Port Jervis, Morristown,	N. Y., N. J.,	May 20, 1883, May, 1883,	19	Edd C. Wickham, Box 864. George E. Voorhees, Jr.	
Williamsport Wheel Club,	Williamsport,	Pa.,	June 10, 1883,	15 28	C. L. Culler, 73 West 3d Street.	
Batavia Bicycle Club,	Batavia, Friendship,	N. Y., N. Y.,	June 15, 1883,	21	S. C. Southwell. H. M. Lane.	
Greenwich Wheelmen,	Greenwich,	N. Y., N. Y.,	June, 1883, Spring, 1883,	15 8	George E. Dorr.	
Burlington Bicycle Club,	Burlington,	Iowa,	July 10, 1883,	9	George H. Washburn, Box 824.	
Coldwater Bicycle Club,	Coldwater,   Wakefield,	Mich., Mass.,	July 11, 1883, July, 1883,	13 15	Ralph J. Cudner, Box 1028. George O. Sheldon.	
Rovers Cycling Club,	Delaware,	Ohio,	Aug. 20, 1883,	10	G. D. McGuire, Box 1162.	
Olean Bicycle Club, York County Wheelmen,	Olean, Saco & Biddeford,	N. Y., Maine,	August, 1883,	15	W. H. Chapin. J. Vaughan Dennett, Box 99.	
Colorado Wheel Club,	Denver,	Colorado,	Sept. 4, 1883, Sept. 26, 1883,	19 32	C. B. Kimball, care U. P. Local Freight Office.	
Pennsylvania College Bicycle Club,	Gettysburg,	Pa.,	Sept., 1883,	7	T. B. Siegle, Pennsylvania College.	
Elyria Bicycle Club,	Elyria,	Ohio,	Sept., 1883,	10	Frank M. Vincent.	

### THE EXPERT COLUMBIA BICYCLE.

THE EXPERT is a medium-weight Bicycle, in which strength has not been sacrificed for lightness, nor durability for cheapness. It was designed to stand hard and long usage on any road by any weight and strength of rider; and though we have lightened it somewhat for this season, we have done so in mostly unnoticeable but costly ways, and so as not to impair its stanchness.

Section of Expert Spindle and Steering-Head.

The forgings and all other parts are shaped in dies, a method of construction which secures not only even and elegant finish and form, but homogeneity of metal, and greater strength and reliability.

An improvement especially invented for this machine is the hemispherical or ball-steering center. A cubical hardened-steel step below, and a hardened-steel adjusting bolt above, afford concave hemispherical bearings for the convex hemispherical-ended spindle (also case-hardened for bearings); and this arrangement is superior to conical centers in several respects.

The handles are vulcanite, of large diameter, hard finish, very elastic, and with no nut at the end.

The perch (or backbone) is of best weldless steel  $1\frac{1}{3}$ -inch tubing, and of circular section, to which we adhere because it is more correct for strains, takes less space for the strength between saddle and wheel, and appears more graceful.

The spring is a rolled-steel plate, formed by patented process, with a new and improved curvature. It is bolted to the neck at the fore end, and slides in a new and improved adjustable clip at the rear end.



The above engraving shows only the outlines of a large and beautifully-finished chromo of TWELVE COLORS (size 28x13 inches), mounted on cloth, with decorated brass ferrules at top and bottom, and loop for hanging, and undoubtedly the most attractive cycling picture ever published. This chromo will be sent to any address, securely packed in a pasteboard roller, on receipt of five 2-cent stamps to pay for packing and mailing.



The rake of the Expert, that is, the inclination of the center line of the forks, backward from a perpendicular through the axle of the fore wheel, measuring at the bottom of the head, is 2 inches for a 54-inch wheel, and the same angle on other sizes. This rake insures strength of the machine, steadiness in riding, easier trundling, and a proper degree of safety in passing over obstacles.

Another strong point with the EXPERT is found in the bearings. Every bearing part is accurately formed and fitted by machinery, hardened with particular care, and polished, so that a new machine may run as freely as if it had been used a week. Even plain and cone bearings, made with such carefulness and accuracy, are easier-running than so-called "anti-friction" ones without them.

The Columbia Bicycle Ball-Pedal has the same neat and compact general construction as the Columbia parallel-pedal, now so well known. It has also some advantages over other ball-pedals, arising from its peculiarly modified construction as well as from the carefulness with which it is made. The end-plates, for

instance, are of rolled steel, instead of castings, which sometimes break; and the boxes for the balls are of forged steel, case-hardened like the cones, so that the path of the balls is entirely on all sides of polished hardened steel surfaces, unbroken in the line of their movement; and, again, the pedal-pin is one-sixteenth inch larger in diameter, tapered toward the outer end for lightness, and stronger to resist bending or breaking.



Section of Rear-Wheel Shaft, showing Columbia Ball-Bearings.



Adjustable Clip.



Section of Front-Wheel Shaft, showing Columbia Ball-Bearings.

SEND FOR ILLUSTRATED (36-PAGE) CATALOGUE, FULLY DESCRIBING THE

COLUMBIA BICYCLES AND TRICYCLES.

### THE POPE MFG. CO.

Branch Houses: 179 Michigan Avenue, CHICAGO. 12 Warren Street, NEW YORK. 597 Washington Street,
BOSTON, MASS.

## A\*FEW\*OUT\*OF\*MANY.

I take pleasure in adding my testimony to the

claim which you set forth in the construction of the "Columbia" bicycle and tricycle.

I have ridden one "Expert Columbia" over 3,500 miles on country roads, and have never had any repairs of any description whatever to make

with its standard of rake, and your vibrating suspension saddle, I consider it unequaled for safety and long-distance riding.

It is always in perfect order, if properly cared for, like any piece of machinery.

From the practical results which I determined by subjecting the different qualities of steel from which it is constructed to the recognized standard of Government tests, I am free to assert that you may justly claim that the "Columbia" has not its equal in quality of material and finish; all of which is shown in the tabulated results in your posses-

I am, very respectfully,
F. J. DRAKE,
Lieut. and U. S. Inspector of Material.
BOSTON, MASS., Nov. 17, 1884.

I made up my mind that when I had ridden 2,000 miles on my tricycle that I would give you a description of what I had done. I have ridden it in all kinds of weather,—when the thermometer has been down to zero, and up to ninety in the shade,—on every conceivable kind of road, over gutters, cobble-stones, in slush three inches deep, on the ice, and now I have at last ridden on the top of a gas-holder. I ride up over curbstones six inches high with ease, by lifting the steering wheel high enough to clear; in fact, I begin to think that I can ride it over anything. In a rough calculation I have estimated that I have carried about a ton weight in packages during the time that I have been riding. I have never had occasion to tighten the adjustment of the bearings but twice, and there is not a loose spoke in the whole machine. During all this distance there has never been a time when the tricycle has not been in condition to ride, with perhaps one exception,-I neglected to oil the differential gear for nearly two months, and it tightened so that I had to overhaul it; but fifteen minutes' work put the machine in shape, and to-day, after riding 2,000 miles, I consider the machine to be practically as good as ever. Taking into consideration the rough riding that I have done on it the tricycle has stood the test remarkably well. The power gear that you sent me I consider an indispensable addition, and would not be without it. I would advise every one who purchases a tricycle to have the power-gear attachment; it is of great assistance in pushing through stiff mud or snow, and up grades, or over rough places. In fact, I would not consider the tricycle complete without it. Hope I have not made this letter too long; but when I get started on the subject I hardly know when to stop. I really think I could write a whole book on the use of the tricycle.

Yours truly,
W. H. MILLER, Vice-Pres. League of American Wheelmen; Pres. Buckeye Bi. Club. COLUMBUS, OHIO, Jan. 7, 1885.

We have ridden the "Expert" about 3,000 miles, over all kinds of road, and desire to give you a token of our appreciation of its most excellent qualities. Having made a careful investigation on the bicycle question for our own satisfac-tion as enthusiastic wheelmen, commencing six years ago with the old "bone shaker," we have no hesitation in saying that the "Expert" with swing spring, is positively the best wheel ever offered in the American market, and the stronger proof of our sincerity rests on the fact that we are daily using the same with ever increasing favor.

Truly yours T. O. ANGELL, Jr., Archt. T. J. ANGELL. SALT LAKE CITY, Jan. 12, 1885.

It affords me great pleasure to have an opportunity to speak a word in favor of the "Expert Columbia" bicycle. I have ridden one since the 1st of April, 1883,-nearly two years,-and for all practical purposes it is as good as the first day I rode it. I have ridden it about 4,000 miles, and have never favored it in the least, but have ridden it over nearly every kind of road, and not once has it failed by it failed me. From my own experience and observation I am firmly convinced that the "Expert Columbia" is the best wheel made for every-day riding on American roads. Very truly yours, F. D. HELMER,

Superintendent Vacuum Oil Works. ROCHESTER, N. Y., Dec. 18, 1884.

After riding other wheels, and then giving your "Expert" the most severe test to which machine could be subjected, I can say, without hesitation, that your "Expert Columbia" is the best bicycle for American roads that was ever built.

Yours truly, GEORGE W. BURLING.
ROCHESTER, N. Y., Dec. 15, 1884.

Appreciating the great benefits I have derived from the use of your bicycle during the season now drawing to a close, I desire to congratulate you upon the wonderful success achieved by your firm in the manufacture of these now indispensable requisites for every man of sedentary pursuits. My wheel is to me a standing marvel, so light and airy, yet so firm and enduring. I could scarcely be brought to credit it upon the testimony of another that such delicate pieces of steel might be so compactly and so skillfully joined as to endure such long and severe usage, but I have tested it myself. Early last year you made for me an "Expert." On that I lived with knapsack on back for several months (from spring until fall), in my wanderings in England, France, Switzerland, Italy, Germany, Belgium, in search of health, strength, and pleasure, all of which I found, thanks to the wheel. I wondered every day why it did not go to pieces under the strain put upon it. roads were ridden for miles, many a day, and high-ways worse than these. On rocky and dangerous hills the steed was often suffered to go its own way while the rider sought safety in another direcway while the rider sought safety in another direction, quite willing to part with his wheel for its price as old metal, but upon examination finding only a handle-bar bent. In the descent of the Simplon Pass over the Alps into Italy it was rudely thrown twice, the rider falling heavily upon the spokes, and "buckling" the wheel. Yet this same "Expert" has been ridden continuously since early spring; nay, more, has been used to give lessons to beginners, been thrown and "sat upon" by both light and heavy weights, in every conceivable posture and has just come home from conceivable posture, and has just come home from the hands of a skilled mechanic of your city, who has had it all apart, and for \$3.50 put it in perfect repair, and assures me it is as good as it was the day it was made, and states that he is surprised at the condition of the bearings and other parts, considering the use they have seen. I wish I could, in a few words, give you my opinion of the merits of your "Expert"; but I should require a volume, for new points of beauty and excellence appear each succeeding day as I watch with ever new delight its graceful movements as I speed along over the country highways. Its conception, its execution, its delicacy, its strength, its elasticity that takes up every jar, yet its firmness that gives such a feeling of security, the marvelous skill displayed in the adjustment of the parts,—all this makes my wheel every morning a new study, and a new delight every evening, and ever as great a marvel as the first day I mounted it.

Having examined somewhat carefully the wheels of England and France, I do not believe that a better roadster is made in the world than your "Expert Columbia." Very truly yours,

ALONZO WILLIAMS,

Professor of Mathematics, Brown University Providence, R. I.

I am a druggist, and, as druggists generally are, have been troubled to a great extent from dyspepsia and its kindred ailments, so that early last spring I was induced to buy a "Columbia bicycle through your local agent, Mr. C. W. Ed-

Besides the exhibitanting sport bicycling has afforded me I have certainly also been cured of my troubles, and never enjoyed better health than at the present time.

As for the machine, I am more than pleased with it, having found it a stanch, easy-running roadster, never out of repair, and, considering the fact of having learned to ride on it, and used it continually all summer, without costing me one cent for repairs,—not having required any,—it certainly has proven itself to be as good a machine as one should ask for.

My machine to-day is as good as the day I bought it, your enameling being exceptionally good; when I buy a new machine it will be a "Columbia." Very respectfully,

T. F. THIEME.

FORT WAYNE, IND., Nov. 29, 1884.

Having just finished my third season's riding on the "Expert" bicycle I thought it might be on the "Expert" bicycle I thought it might be pleasing to you to have the result of my experience, which has been exceedingly gratifying to me. My first machine (a full-nickeled 54-inch) was received June 8, 1882, and during that year I rode upwards of 712 miles; during 1883 I covered 1,270 miles, and up to May 15, 1884, I covered 1,270 miles, and up to May 15, 1884, I covered 1,270 miles, and up to May 15, 1884, I covered 405 miles,—a total of 2,387 miles. At this time the machine (with the exception of the rubber tires, which were pretty well cut up) was in firstclass order, and for use as good as when it left the shop. During this time it had only been to the repair shop once,-to have the wire guard, which had come loose, brazed in,—and my total bill for repairs while I was riding this machine was but fifty-five cents. This is certainly cheap enough. I sold this machine and got a new "Expert," this time an enameled machine,—and since May last have ridden 9561/2 miles. This machine is in perfect condition, and has not cost me a cent for repairs. I am a careful rider, and ride for pleasure and the benefit of my health. I have never tried to make a record; but I ride all kinds of roads, and we have some pretty tough ones around here, which will test a machine thoroughly. My rides average from five to twenty miles, my longest being just under sixty miles. After such experience you may readily believe I recommend my friends, when they want a good roadster, to buy an "Expert," for I don't think they can do

In the club to which I belong (the Pa.), and of which I have the honor of being president, there are thirty-five or thirty-seven "Experts," and I know of none of them that is not giving satisfac-tion; and when we are on the road I can assure you that "E." rarely brings up the rear.

I have written to you thus fully, feeling that it

would be gratifying to you to know that your effort to make a machine as nearly perfect as possible is meeting, not only with the success it deserves, but with the appreciation of all riders who have been fortunate enough to select the "Expert" for their mount.

Wishing you continued success and a prosper-ous New Year, I am, Very truly yours, FREDERICK McOWEN,

Pres. P. Bi. Club; Treas. Alexandria Coal Company PHILADELPHIA, Jan. 5, 1885.

For a full description of the COLUMBIA BICYCLES and TRICYCLES, send for Illustrated Catalogue to the POPE MFG. CO., 597 Washington St., Boston, Mass. Branch Houses: 12 Warren St., New York: 179 Michigan Ave.,

THE SPRINGERALD WELLIAM S GREENER. 179					
Name of Club.	CITY OR TOWN.	STATE.	Organized.	No. of Members.	Secretary.
Pine Tree Wheel Club,	Bangor,	Maine,	Oct. 22, 1883,	20	James Crosby, Public Library.
Montrose Bicycle Club,	Montrose, Chicago,	Pa., Illinois,	October, 1883, October, 1883,	6 25	W. C. Cruser. A. N. Camp, 198 State Street.
Schenectady Bicycle Club,	Schenectady,	N. Y.,	Nov. 13, 1883,	15	Ed L. Davis.
Mauch Chunk Bicycle Club, Junior Wheelmen,	Mauch Chunk, Washington,	Pa., D. C.,	Dec. 1, 1883, Dec. 3, 1883,	14 12	Ira G. Ross. William O. Beall, 1008 H Street N. W.
Ariel Wheel Club,	Poughkeepsie,	N. Y.,	Dec. 1883,	20	Chas. F. Cossum.
Norristown Bicycle Club, Millerton Bicycle Club,	Norristown, Millerton,	Pa., N. Y.,	Dec. 1883, 1883,	20	H. M. Ebert. E. H. Thompson.
Bay City Bicycle Club,	Bay City,	Mich.,	1883,	7	A. R. Baker, Bay National Bank.
Penn City Wheelmen,	Philadelphia, Salem,	Pa., N. J.,	Jan. 1, 1884, Jan. 2, 1884,	22	Thos. E. Cookman, 1613 Arch Street, Harry M. B. Dare, Box 108.
Salem Bicycle Club,	Wappinger's Falls	N. Y.,	Jan. 2, 1884,	14	H. H. Brown.
Stamford Wheel Club,	Stamford,	Ct., N. Y.,	Jan. 10, 1884,	16	W. L. Baldwin.
Rome Bicycle Club,	Rome, Corning,	N. Y.,	Jan. 29, 1884, Feb. 11, 1884,	35	Charles W. Lee, 77 and 79 James Street. Charles A. Hungerford.
New Britain Wheel Club,	New Britain, Mt. Vernon,	Ct., Ohio,	Feb. 15, 1884,	20 16	William B. Rossberg, Box 1268.
Mt. Vernon Wheelmen, Bijou Bicycle Club,	So. Framingham,	Mass.,	Feb. 19, 1884, Feb. 20, 1884,	20	W. H. Crumley, care Knox Co. National Bank. Jos. L. Allen.
Pawtucket Bicycle Club,	Pawtucket,	R. I.,	March 4, 1884,	35	George C. Newell.
Maverick Wheel Club, Dearborn Cycling Club,	East Boston, Chicago,	Mass., Illinois,	Mar. 13, 1884, April, 1884,	15	Chas. C. Currier, 113 Eutaw Street. H. F. Fuller, 470 North State Street.
Danvers Bicycle Club,	Danvers,	Mass.,	April, 1884,	14	Frank E. Moynahan, Box 206.
Ellenville Bicycle Club,	Ellenville, Des Moines,	N. Y., Iowa,	April, 1884, May 1, 1884,	9	H. B. Dutcher, Box 134. C. B. Colby, 500 West Locust and Fifth Streets.
Newark Bicycle Člub,	Newark,	N. Y.,	May 5, 1884,	10	Calvin P. H. Vary.
Brattleboro Cycle Club,	Brattleboro, Corpus Christi,	Vt., Texas,	May 6, 1884, May 7, 1884,	9	Charles R. Crosby. O. S. Caldwell.
Wellsboro Wheelmen,	Wellsboro,	Pa.,	May 12, 1884,	15	Aaron R. Niles.
Middletown Wheel Club, Aurora Wheelmen,	Middletown, Aurora,	Ct., Illinois,	May 16, 1884, May 18, 1884,	23	E. D. Steele, Box 375. E. A. Fitsgereld.
Hagerstown Bicycle Club,	Hagerstown,	Md.,	May 26, 1884,	15	Harry B. Irvin.
Connellsville Bicycle Club, Lock City Wheelmen,	Connellsville Lockport,	Pa., N. Y.,	May, 1884, May, 1884,	3 25	F. W. Ruple. D. W. Jackson.
Massillon Wheel Club,	Massillon,	Ohio,	June 1, 1884,	20	Jas. K. Peacock, Jr.
Findlay Wheelmen,	Findlay, Leonardsville,	Ohio, N. Y.,	June '6, 1884, June 17, 1884,	7	L. P. Julien. L. B. Wheeler.
Memphis Cycle Club,	Memphis,	Tenn.,	June 23, 1884,	14	W. L. Surprise.
Trenton Bicycle Club, Bath Bicycle Club,	Trenton,	N. J., N. Y.,	June, 1884,	20	S. P. Camp, 105 East Hanover Street. K. S. Gage.
Tuscarawas Bicycle Club,	Bath, Canal Dover,	Ohio,	June, 1884, June, 1884,	5 8	C. F. Baker.
Elgin Bicycle Club,	Elgin, Norwich,	Illinois,	June, 1884, June, 1884,	15	Frank Crosby, Jr. W. T. Crandall.
Chatham Cycle Club,	Chatham,	Ct., N. Y.,	July 3, 1884,	I 2	George E. Patton.
Medina County Wheelmen, Faribault Bicycling Club,	Medina,	Ohio,	July 4, 1884,	7 18	C. L. Griesinger. G. W. Barnum.
Garrettsville Bicycle Club,	Faribault, Garrettsville,	Minn., Ohio,	July 7, 1884, July 9, 1884,	13	Lew. V. Snow.
Clyde Cyclers Club, Somerville Cycle Club,	Clyde, Somerville,	N. Y.,	July 10, 1884,	12	George E. Stiles. George F. Steele, 69 Rush Street.
Port Clinton Bicycle Club,	Port Clinton,	Mass., Ohio,	July 14, 1884, July, 1884,	25	E. C. Courchaine.
Malden Cycling Club,	Malden,	Mass.,	July, 1884,	10	Charles Prescott, Box 134.
Pottstown Bicycle Club,	Pottstown, Westfield,	Pa., Mass.,	Aug. 1, 1884, Aug. 14, 1884,	12	A. M. Scheffey. C. M. Goodnow.
Belmont Cycling Club,	Philadelphia,	Pa.,	Aug. 20, 1884,	10	E. P. Evans, 3942 Parrish Street. G. H. Maclile.
Mansfield Ramblers,	Kansas City, Mansfield,	Mo., Pa.,	Aug. 21, 1884, Aug. 28, 1884,	30	C. M. Adams.
Mercury Bicycle Club, Knockabout Wheel Club,	Mansfield,	Ohio,	Aug. 30, 1884,	5 7	W. E. Sawin, Jr. M. J. Greenwood.
Nonantum Cycling Club,	South Gardner, Newton,	Mass.,	Aug. 30, 1884, Sept. 15, 1884,	9 25	Alfred E. Vose, Newtonville.
Star Bicycle Club, Indianapolis Bicycle Club,	Washington, Indianapolis,	D. C.,	Sept. 21, 1884,	13	W. C. Sharpe.  Josh Zimmerman, 108 North Penn Street.
New Milford Bicycle Club, .	New Milford	Indiana, Pa.,	Sept. 24, 1884, Sept., 1884,	9	Wm. D. Ainey.
Auburn Bicycle Club,	Auburn, Worcester,	Indiana,	Sept., 1884,	10 21	B. C. Robbins. Frank H. Martin, 632 Main Street.
Star Bicycle Club,	Harrisonburg,	Mass., Va.,	Oct. 10, 1884, Oct. 22, 1884,	20	P. S. Thomas.
Rockville Bicycle Club, Englewood Wheelmen,	Rockville,	Ct.,	Oct. 23, 1884, October, 1884,	8	Edwin R. Pratt. Morgan Shepard.
Lebanon County Wheelmen, .	Englewood, Lebanon,	N. J., Pa.,	October, 1884,	10	John C. Beucher.
Blossburg Cyclers, Oneonta Bicycle Club,	Blossburg, Oneonta,	Pa., N. Y.,	October, 1884, October, 1884,	8	Harry S. Fudge. P. R. Young.
Orange Wheel Club	Orange,	Mass.,	October, 1884,	13	O. D. Hapgood.
Bedford Cycling Club,	Brooklyn, Cohoes,	N. Y., N. Y.,	October, 1884, Nov. 1, 1884,	20 30	S. Henderson, 775 Bedford Avenue. D. L. Boudrias, Jr., Box 3.
Sharon Bicycle Club,	Sharon,	Pa.,	Nov. 2, 1884,	12	D. P. Porter.
Waterbury Wheel Club, Weedsport Bicycle Club,	Waterbury, Weedsport,	Ct., N. Y.,	Dec. 4, 1884, Dec. 16, 1884,	10	N. C. Ovaitt, Box 162. W. Raymond Brock.
Dorchester Bicycle Club,	Boston,	Mass.,	1884,	21	J. S. Green, Milton, Mass.
Wallingford Wheel Club, La Crosse Bicycle Club,	Wallingford, La Crosse,	Ct., Wis.,	1884, 1884,	20 15	John A. Martin. Dr. Smith, care Palmer & Smith.
Clearfield Bicycle Club,	Clearfield,	Pa.,	1884,	10	John E. Harder.
East Saginaw Bicycle Club, The Dudes,	East Saginaw, Middleport,	Mich., Ohio,	1884, Jan. 1, 1885,	25	H. Brix. H. W. Webb.
Buffalo Ramblers Bicycle Club.	Buffalo,	N. Y.,	Jan. 26, 1885,	20	H. B. Smith, 405 Delaware Avenue.
Union College Bicycle Club, . Ottumwa Wheelmen,	Schenectady, Ottumwa,	N. Y.,	January, 1885, Feb. 16, 1885,	I I I 2	Allan Jackson, Ünion College. A. L. Eaton.
Grinnell Bicycle Club,	Grinnell,	Iowa, Iowa,	Feb. 17, 1885,	11	C. H. Janes.
New Castle Bicycle Club, Saint Cloud Bicycle Club,	New Castle, Saint Cloud,	Pa., Minn.,	Feb., 1885, March, 1885,	7	M. L. Hanna. J. B. Rosenberger.
Waiontha Bicycle Club.	Riehfield Spa,	N. Y.,	April 1, 1885,	· 8	H. A. Ward, (acting).
Fort Schuyler Wheelmen,	Utica, Galion,	N. Y., Ohio,		30	W. T. Damon. Charles Snyder.
,	, Julion,	Omo,	,	9 1	Charles Shyder.

### Among the Clubs.

THE BOSTON BICYCLE CLUB was eight years old, Friday, February 6, and enjoyed its seventh annual dinner at Parker's. This club is the oldest in America, and holds the first place in this country, if not in the cycling world, in point of numbers, wealth, and influence. Its headquarters at 87 Boylston street are the most commodious and best equipped of any cycling club in this country. Among the gentlemen associated with its early history were the sons of ex-Governor Butler, George R. Agassiz, Edward C. Hodges, Charles E. Pratt, Willis Farrington, and F. W. Weston, popularly known as the "Papa" of bicycling in America. To those who were fortunate enough to attend the first dinner of the club, held seven years ago in the little back room of a restaurant on Hawley street, this affair must indeed have proved a great contrast. On that occasion the principal toast was "Success to the Boston Bicycle Club, the first bicycle club in the biggest country, with the longest roads and the stiffest hills in the universe." How the wishes of that little party of cycling pioneers have been granted could not be better shown than by a glance into the main dining hall of Parker's Hotel, where some one hundred and twenty-five members were enjoying themselves at three bountifully spread tables. After justice had been done the excellent menu, President E. C. Hodges called the diners to order, and in a brief address stated that the post-prandial exercises were to be entirely informal, there being no publicly invited guests present. As has been invariably the ease in former years, Frank W. Weston was called upon to respond to the toast, "The Boston Bicycle Club," which he did as well as ever. Captain L. R. Harrison, in responding to "Active membership," told in a happy vein what the cycle-riding members did for their amusement, while E. J. Smith and Charles Pfaff did the same for the non-wheeling members, in response to the toast, "Associate members." The other toasts responded to were: "The old club committee," by C. P. Donohue; "The new club committee," by F. A. Nelson; "The secretary," by E. W. Hodgkins; "The treasurer," by W. B. Everett; "The press," by J. S. Dean; "The Chop Club," by R. J. Tombs. The last toast was "Club life," which was responded to ad libitum by those present.

THE BALTIMORE CYCLE CLUB, one of the leading bicycle clubs in this country, gave a housewarming to its lady friends on Wednesday evening, February 18. Its handsome club house was brilliantly illuminated, and tastefully decorated with evergreens and flags. A fine orchestra rendered most excellent music, and dancing was indulged in for many hours. The refreshment arrangements were admirable, and indeed the whole affair was one of great social enjoyment, and so conducted that all participants were greatly delighted. The Club is in a flourishing condition, and its membership is becoming so large that it will be compelled to vacate its present quarters, for others of more commodious proportions. This will be done in the spring.

THE NEW YORK BICYCLE CLUB'S annual meeting was held on the evening of February 2. The attendance was large, and the excellent present condition and future prospects of the organization were sufficient reasons for the enthusiasm that prevailed. The renewal of the lease for the club

quarters now occupied was referred to the executive committee, with power to act. A committee of three was appointed to consider the matter of a change of uniform, and to report at next meeting. After adjournment of the meeting, the members proceeded to the "Rutland" and engaged in an excellent repast provided through the thoughtfulness of the house committee.

THE NEWTON BICYCLE CLUB gave its third annual entertainment at Eliot Hall, Newton, February 4, with great success. The entertainment comprised two farces, entitled "Cool as a Cucumber," and "Broad enough for Two." The performances went off smoothly and gave great satisfaction to the large audience present. Of those who took part Messrs. Wilson, French, Sabin, and Elms deserve particular attention. The club realized a neat little surplus from the proceeds, thanks to the generous support of the people of Newton.

THE GERMANTOWN BICYCLE CLUB took possession of its new quarters, No. 2314 Fairmount avenue, January 24. A large number of local wheelmen were in attendance. The club's new location was selected because of its convenience to the Park as well as to the homes of a large proportion of the members, now numbering about forty. The meeting-room and locker-rooms upon the second floor, as well as the reception-room and wheel-room below, are handsomely fitted up with appropriate devices and trophies.

THE CAMBRIDGE BICYCLE CLUB minstrel entertainment was the finest ever given in this vicinity, and netted the club over \$300.

THE MASSACHUSETTS CLUB expects to have three hundred members before the opening of the riding season.

THE NORTHAMPTON BICYCLE CLUB will hold its first annual ball, Wednesday, March 4.

### CLUB ELECTIONS.

ALBANY (N. Y.) BICYCLE CLUB—President, David W. Shanks; vice-president, Henry Smith; secretary, Fenimore B. Holdridge; financial secretary, William Safford; treasurer, Edgar J. Wheeler; captain, Albert H. Scattergood; first lieutenant, Charles H. Gove; second lieutenant, Elwood W. Vine; standard bearer, Howard Martin; bugler, Charles H. Ross; surgeon, George F. Brooks; trustees, George P. Whitney, Anthony Gould, James W. Eaton, Jr.

BUCKEYE BICYCLE CLUB (Columbus, O.)—President, W. H. Miller; secretary, Ward Perley; treasurer, Fred W. Flowers; captain, Fred W. Hughes; first lieutenant, Hugh Hardy; second lieutenant, M. H. McColm; club committee, W. H. Miller, John Seibert, and W. R. Kinnear.

COHOES (N. V.) BICYCLE CLUB—President, Joseph Chadwick; vice-president, Chas. Uredenburg; counsel, Albert Akin; secretary and treasurer, Dr. L. Boudrias, Jr.; captain, Oratio Kavanaugh; lieutenant, Ed Hitchcock; color bearer, Ed Laughlin; bugler, William Page.

COLDWATER (Mieh.) BICYCLE CLUB—President, Charles Conover; vice-president, Thurlow Titus; secretary and treasurer, Ralph J. Cudner; captain, Charles Champion; lieutenant, Edwin Colburn; color-bearer, Fred Lyke; bugler, E. E. Colburn.

GREENFIELD (Mass.) WHEEL CLUB—President,
II. O. Edgerton; captain, F. R. Hollister; first
lieutenant, B. F. Butler; second lieutenant, C. H.
Field; secretary and treasurer, F. P. Forbes;

bugler, F. L. Gaines; standard bearer, George Wright.

Long Island Wheelmen (Brooklyn, N. Y.)—President, William W. Shaw; secretary and treasurer, S. W. Baldwin; captain, A. W. Guy; first lieutenant, F. L. Donaldson; second lieutenant, D. C. McEwen; bugler, A. W. Stanley; color bearer, G. W. Mabie.

Lowell (Mass.) Bicycle Club—President, J. L. Pinder; captain, N. G. Norcross; first lieutenant, H. H. Hull; second lieutenant, Frank E. Bramhall; secretary and treasurer, Harry Dunlap; color bearer, Charles E. Curtis; buglers, Fred A. Baker and Arthur Gage.

Massachusetts Bicycle Club (Boston, Mass.)
—President, Henry W. Williams; vice-president, Winfield S. Slocum; secretary, George Pope; treasurer, Ernest R. Benson; captain, Charles P. Shillaber; first lieutenant, Alonzo D. Peck, Jr.; second lieutenant, Fred W. Hill; buglers, E. R. Benson, H. H. Frost; club committee, president, secretary and captain (ex officio), Ed. W. Pope, Adams D. Claflin, J. E. Savill, Stuart C. Miller; house committee, Ed. W. Pope, W. C. Lewis, A. E. Patterson.

MAVERICK WHEEL CLUB (East Boston)—Captain, F. H. Brewster; first lieutenant, W. C. M. Moore; secretary and treasurer, C. C. Currier.

NEW YORK (N. Y.) BICYCLE CLUB—Captain, Howard Conkling; first lieutenant, J. B. Roy; second lieutenant, J. O. Jimenis; secretary, Edwin W. Adams; treasurer, R. R. Haydock; house committee, F. W. Kitching, E. J. Shriver.

RAMBLERS (Buffalo, N. Y.)—President, Gideon Haynes, Jr.; vice-president, John S. Kellner; secretary, Harry Jaynes; treasurer, W. E. McDonald; captain, Harry L. Drullard; first licutenant, Howard B. Smith; second lieutenant, Albert G. Schaff.

ROME (N. V.) BICYCLE CLUB—President, H. J. Rowland; secretary, C. W. Lee; treasurer, J. M. Barton; captain, S. A. Freer; first lieutenant, E. P. Hovey; club committee, Messrs. H. J. Rowland, C. W. Lee, J. M. Barton, S. A. Freer, F. H. White, S. H. Beach, and A. E. Adams.

SALEM (N. J.) BICYCLE CLUB—President, Dr. Henry Jackson; vice-president, C. V. Bitter; secretary and treasurer, Harry Dare; captain, H. T. Allen.

STAMFORD (Ct.) WHEEL CLUB — President, Walter J. Michels; vice-president, H. E. MacKee; secretary and treasurer, W. L. Baldwin; captain, W. A. Hurlbutt; lieutenant, C. W. Hendrie.

TORONTO (CANADA) BICYCLE CLUB—President, W. B. McMurrick; vice-president, C. E. Lailey; secretary, A. E. Blogg; treasurer, J. F. Lawson; statistical secretary, W. H. West; captain, A. F. Webster; first lieutenant, Charies Langley; second lieutenant, M. H. Cox; third lieutenant, F. M. Knowles; bugler, W. H. Brown; committee of management, Messrs. Blachford, Toby, Byrne, and Campbell.

WESTFIELD (Mass.) BICYCLE CLUB—President, A. B. Howe; secretary, C. M. Goodnow; captain, J. T. Case; first lieutenant, C. F. Watson; second lieutenant, R. H. Blinn; bugler, A. W. Warren.

The one publication which wheel riders cannot afford to be without, all things considered, is The Springfield (Mass.) Wheelmen's Gazette—
Elmira Advertiser.

### Rews Rotes.

Crescent Bicycle Club has evaporated.

Salem, Or., has a one-legged bicycle rider.

The ladies of Memphis, Tenn., are taking kindly to tricycling.

Karl Kron calls President-elect Cleveland the "Honest tricycler."

The Chicago base-ball grounds are next season to have a four-lap cinder track.

Have you read Stoddard, Lovering & Co.'s advertisement? If not, why not?

Wheel Life is giving weekly a series of cartoons of subjects relating to wheeling.

The Canadian Wheelmen's Association will reach 1,000 members before long.

A two-track tricycle of a novel design is soon to be placed on the American market.

Bicycle houses, of Boston, shut up on Monday to celebrate Washington's birthday.

Messrs. Nicholson & Gardner, of Fort Schuyler Wheelmen, are stopping in Boston.

Mr. George D. Giden, of Philadelphia, spent the 21st in calling on his friends in Boston.

Mr. Parkhurst, secretary of Brown Quadricycle Company, has returned from New Orleans.

The Illinois State division L. A. W. will hold its meet and tournament at Chicago, May 30.

Wm. M. Evarts has followed the lead of Henry Ward Beecher, having purchased a three-wheeler.

Howard, E. S. Whitney, Harris, and Bassett, were Boston representatives at officers' meeting.

It is said that the Sydney (Australia) Bicycle Club took in \$4,500 gate money at a recent meet.

What is in a name? The Grafton, England, Bicycle Club boasts of a real live duke as its president.

Mr. Metz, of Cutler & Metz, Utica, is traveling in the East, looking up the trade in the interest of his house.

A successful elopement recently took place in Australia, the couple eloping on a tandem. Marriage followed.

Sucking a pebble is recommended to give one a stronger wind while riding, and to keep the mouth from becoming dry.

The Pope Manufacturing Company has added another salesroom floor to its warerooms, and has abolished the rink.

The picture of John S. Prince in the present issue was kindly loaned us by the *Sporting and Theatrical Journal*, of Chicago.

Chester Murphy, of Salem, Or., only eight years old, has ridden a wooden velocipede one mile in 5m. 10s., on a sixteen-lap track.

Mr. E. R. Drew, of the Massachusetts Bicycle Club, will leave for the Chicago branch house of Pope Manufacturing Company, soon.

The Buckeye Bicycle Club gave its fifth annual banquet at the new club room on Wednesday evening, Feb. 4, which was a grand success.

W. G. Ross, the amateur five-mile champion of Canada, was born at Montreal, Aug. 6, 1863. He is 5 ft. 9 in. in height, and weighs 140 pounds.

It is stated that \$1,000 has already been pledged by Buffalonians to entertain the League of American Wheelmen if the annual meet is held in that city. H. W. Gaskell, the English racer who visited Springfield last fall, will shortly take up quarters at Boston, where he will represent the Coventry Machinists Company.

By a unanimous vote the racing board has voted to locate the ten-mile championship at the Springfield tournament. Cleveland has asked for the half-mile championship.

All the visitors to the Hub are now taken down to the new Massachusetts club house, and shown what the hands (and pockets) of the Massachusetts men have wrought.

The Hon. Ion Keith-Falconer, will shortly leave England for China with C. T. Studd, a Cambridge cricketer, and S. P. Smith, a Cambridge oarsman. They start on a missionary tour.

At the annual meeting of the Massachusetts Bicycle Club held Tuesday evening, Feb. 3, twentythree new members were admitted, which makes the total membership about two hundred.

T. J. Kirkpatrick, of Springfield, Ohio, has conferred a boon upon cyclers by placing on the market his new and perfect hygienic saddle. Wheelmen will do well to examine this new saddle.

Consul Atkins, of Boston, will issue his roadbook, of Boston, very shortly; it is now in press; we understand it is very full and complete,—fortytwo distinct points near the city will be reached by the routes.

M. Puyet, of Lyons, France, who has achieved great fame for cycling tours in his own country, is about to make a wheeling tour in Algeria. On his return home he intends wheeling about Corsica and Sicily.

An exchange says, for unadulterated amusement for a young man there is nothing like a bicycle. It is the only patented contrivance that can throw him oftener than a buckjumper, and kick him harder than a mule.

Ladies in Oakland and San Francisco seem to be anxious for a tricycle race. They asked to have a wheel race placed on the programme of the Bay City tournament, but the track was too small to admit of such action.

One of our cycling contemporaries announces as a big thing the issue of a special edition of 10,000 copies. In our infancy we used to get out 10,000 copies, but would blush with shame if our present edition was only 10,000 copies.

In the recent \$300,000 fire at the Nashville, Tenn., depot, Mr. Charles Conover of the Coldwater, Mich., Bicycle Club, lost his full nickel 54inch Expert, cycling books and papers, uniform, racing tights, amounting in all to about \$200.

Robert James, of Birmingham, has deposited £5 with the *Sporting Life*, to find a match with Howell, whom he has challenged for the one-mile championship of England. Robert feels confident that he can beat Howell since his  $2.39\ 2-5$  at Springfield, last fall.

"Mamma, where's papa gone?" asked a little girl one Saturday last summer. "He's gone to the Crystal Palace to race and win you either a butter-dish or a biscuit-tin, darling." "Oh, mamma, I wish he would win the cake he is always talking about!" sighed the child.

Wheelmen visiting the New Orleans Exposition will bear in mind that New Orleans ladies, like the Spanish ladies, seldom appear upon the street; to see them at their best one must visit the opera,

charity ball, or church. So, before leaving home, see that a Bible is packed in your trunk.

Mr. Charles A. Brady, son of Charles E. Brady, for many years with E. S. Jaffray & Co., New York, sailed for Barbadoes, on the brig Victoria, on Thursday morning, Feb. 5, in search of health. As he is to remain several months having his bicycle as companion, the natives will be fully clucidated on the flying steed.

"Great Scott! what was that?" screamed a cycling friend, as he shot over the handles at the rate of about fourteen laps to the minute, and concussed with the macadam in a way which made a passing undertaker smile. It was only a dog in the wheel—nothing more. It was only six weeks in the hospital—nothing less.

A recent invention in the cycling line is what may be called a "family coach." It is so arranged as to be convertible into a machine for either two, three, or four riders, in the latter case one being placed in front, steering with a cross-handle in connection with the front wheel. The other three riders sit side by side.

Well, what do you think of this issue of the GAZETTE? And, dear reader, if you are not a subscriber, you can become one at once by sending on your 50 cents; don't put it off any longer, for the GAZETTE is bound to improve with age. Just look at this number and then think that we have not yet reached two years of age.

A. L. Atkins, L. A. W. consul for Boston, will issue in a few weeks a road-book of Boston and vicinity. The work will comprise some forty or more routes, giving the condition of the road-bed, the turnings marked right or left, length of each route, points of interest along the routes, and much other information of general interest to wheelmen.

J. A. Lakin, of Westfield, Mass., has perfected a cyclometer, which bids fair to rival all now made; it is simple, registering from 1 to 2,500 miles before returning to zero, and can be read from the saddle; the action is positive, and there are no springs to get out of order. The cyclometer will be placed on the market the latter part of the present month.

A tricycle has been patented by Mr. Carl G. E. Hennig, of Paterson, N. J. Combined with four pairs of treadles are two rocking-arms connected to the cranks of the axle by rods, two pairs of said treadles being connected to the axle and the two other pairs of said treadles being connected to a tube arranged upon the axle, with other novel features.

A countryman who attended a bicycle race said he didn't see why the official should be so particular to one-fifth of a second about the end of it, when they kept the public waiting half an hour for the beginning. The writer of the above in one of our English exchanges, never visited the great Springfield tournaments, for here we always start our races on the dot.

In the French journals an agitation has commenced, having for its object the furnishing of tricycles to telegraph messengers and postmen in rural districts. It is stated that country curates are adopting them, and that medical men and architects in rural districts are beginning to find the tricycle of great advantage to them in the prosecution of their daily duties.

The programme of the Ohio division meet at Springfield, July 20, 21, is as follows: First day—One-mile novice; five-mile State championship; three-mile open; one-mile tricycle State champion-

ship; three-mile record; one-half-mile open. Second day—One hundred yards, slow; one-mile State championship; one-half-mile tricycle open; five-mile record; one-mile ride and run; two-mile State championship; one-mile consolation.

"Chris Wheeler," like The Springfield Wheelmen's Gazette, takes pride in his good looks, and is sorely troubled because we compared him with an inferior looking man, so he says. Now, as we are looking for something with which to improve the appearance of the Gazette, we would suggest to this "fine specimen of beauty" that he favor us with his photograph for the Gazette. Then we could form a mutual admiration society.

Professor Gilbert, of the Cincinnati University, learned to ride the wheel in one lesson under Librarian Spangler's instruction; and in less than a day and a half could safely "mount the beast" without help and dismount at his own (not the "bike's") discretion. So pleased was he with the achievement that he bought a wheel to ride to and from his work at the Cincinnati University—three miles four times a day—as does President Eddy of the same institution.

The Canadian Wheelman says:—" In comparing the L. A. W. with the C. W. A., there is one very marked difference. Through some unaccountable flaw in the formation of the C. W. A., it does not provide the necessary wrangling that seems to be continually going on between various members and officials of the L. A. W., and in which the American cycling journals frequently take part. Whether this is a fact to be deplored or not has yet to be found out."

In certain quarters there is considerable grumbling because the officers of the L. A. W. do not evince more activity. Perhaps we may be pardoned for showing the officers how we do business. The League started nearly eight months ago to compile a club directory, and in January had less than 100 clubs on its files. February 3, we concluded to compile one, and on the 23d of February we have the list which we publish in this issue. This discounts the L. A. W. officials by nearly one year.

The editorship of this paper has not changed hands, although we were inclined to that belief when Messrs. Stoddard, Lovering & Co. brought in their copy for this month's advertisement. We have kindly allowed Messrs. Stoddard, Lovering & Co. to edit seventeen pages of this number (for a consideration), and it is with pleasure that we welcome this new editorial contributor, and counsel others to do likewise, for what one firm has done others can do, and we are only waiting for the next firm wishing to contribute largely to our pages.

We publish in this issue the first bicycle club directory of clubs in the United States. In the short time in which we have had to prepare the list, there must necessarily be some omissions, for which we ask the pardon of those clubs which we were so unfortunate as not to secure. We have also revised our table of records, and think that it will prove the most valuable of any published for reference the coming year. As we said when we started, new and valuable features will be constantly introduced, so it behooves our readers who are not subscribers, and wish to keep posted, to subscribe for and read the GAZETTE.

Dr. H. L. Cortis, the famous English wheelman and the hero of 20 miles within the hour, is now

living in Australia. In a recent letter to the London *Cyclist* he says, speaking of the relative fatigue of bicycling and horse riding: "I have done some tremendous rides on horseback since I have been here; on one occasion, 105 miles in 25 hours, and on another 130 in 28 hours, the thermometer considerably over 100 degrees in the shade. It is far more trying to the constitution than any amount of bicycling would be." Coming as this opinion does from a horseman, a bicycle rider, and a medical man to boot, it is worth recording.

The Pope Manufacturing Company has opened a branch house, at 179 Michigan avenue, Chicago. Major William M. Durell, who has assumed the management of the branch, is familiar with the bicycle trade, and especially fitted for the undertaking, having been for several years the New York manager of the Western Toy Company's business. The Major has quite a military record. When a lad he entered the Confederate army, and fought in the battle of Bull Run, and through to the end of the war. He was on General Ewell's staff, and lost an arm in the battle of Spottsylvania. The branch house will carry a large and full line of the Columbia bicycles and tricycles, the machines manufactured by the Western Toy Company, and by R. P. Gormully, and also a full line of parts and sundries.

They were a loving, newly-married couple, and lived in Collingwood in one of a long row of houses, each with a lawn in front of it, the superficial area of which was about ten square yards. He had been during the twelve months of their wedded bliss putting by small sums with which to buy a much coveted article, the possession of which, in his opinion, was one of those things which made life worth living. The day at last came. He bought it. He led it home. He called his helpmate to admire it. "What a lovely bicycle! how bright! how pretty!" she said, and he smiled his largest smile-ten to the mile. "But," she continued, "don't you think you would have spent your money better if you had invested in a double barreled perambulator, a set of dish-covers, and a flat-iron or two?" He wept his dampest weep.

A sad accident, which caused the death of Chittenden Rogers, the bicyclist, occurred at the Pioneer roller rink, Binghamton, N. Y., Jan. 31. A game of polo was being played between the Pioneer and the Orient clubs; in the heat of the game Rogers was going across the floor like a race horse, when he came in contact with a player named John Dimmick with such force that each was sent sprawling. Rogers struck on his head, but was on his feet again in an instant, while the hundreds who saw the accident laughed at what they supposed a trivial mishap. Rogers attempted to resume the game, and did make a few passes at the flying ball, but without much effect. Some one seeing his condition assisted him to an anteroom, and later to his home, where he died in convulsions before morning. Rogers was a foremost member of the bicycle club at Binghamton, and in this sport was considered one of the very best amateurs in the State.

In speaking of cycling in Russia, the New York Clipper says:—"Some of the English residents in St. Petersburg are making an attempt to form a tricycle club. At the present time it is almost impossible to ride a tricycle in the town, and even in the country they are looked upon by the police as having no right to be on the roads. A few months back an Englishman, while tricycle riding in

the country, went through the curious experience of being ordered off the road on to the footpath by one policeman, and, twenty minutes afterwards, being informed by another guardian of the peace that he had no right to be on the footpath, and must ride his machine along the road. To form a club-social, sporting, or political-in Russia, is a very difficult matter, as a charter from the Crown is essential. To obtain this, an application has to be made, which passes through the hands of numberless officials, all of whom expect presents-and get them. The latest news regarding the application is that it has been referred to the government medical department, with instructions to report whether this new kind of exercise is good for the health of his Imperial Majesty's subjects or not."

#### OHIO NEWS.

Cyclers at Cleveland, Ohio, are whiling away the dull winter evenings by entertaining their friends with amateur dramatics and social gatherings.

Bicycle dealers in this State give a very encouraging prospect for the coming season. Many have considerable orders to place for beginners.

The order of Cincinnatus at one of their recent masquerade carnivals peremptorily excluded all wearers of bicycle costumes. Strange! Wonder why?

As yet we have heard from no Buckeye cyclers expressing their intention of participating in the two weeks' tour of the "Big Four," next July. Western and Ohio men should report to W. G. E. Pierce, 110 Dearborn Street, Chicago, Ill.

Mr. H. W. Longley paid Cincinnati a moonlight visit one evening recently in January, riding from his suburban home to the Grand Opera House and return, over roads that many riders steer clear of even in broad daylight. Mr. Longley will have an interesting schedule of his riding days during last winter, which he promises to give the GAZETTE when completed.

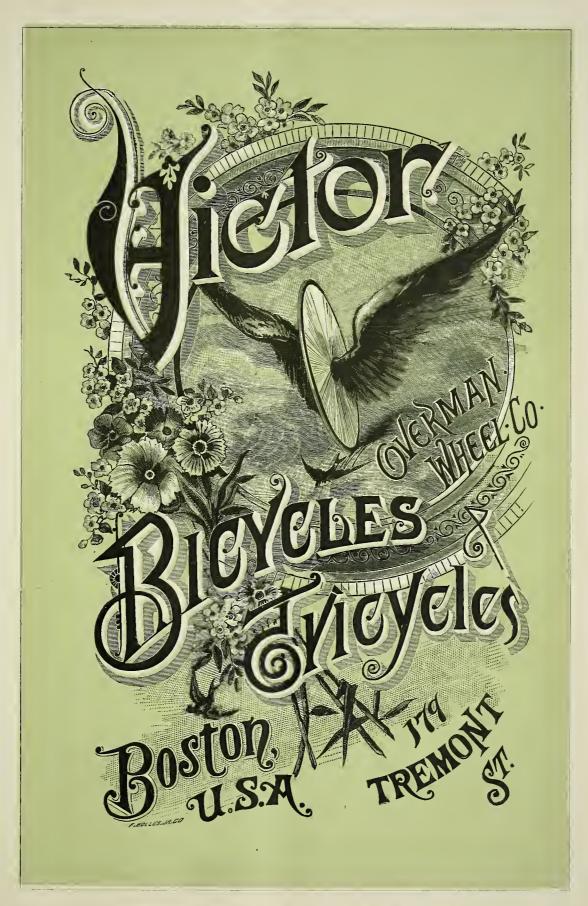
Cincinnati is the possessor of numerous conveniently accessible race tracks, any of which can by an incidental outlay of capital be put in excellent condition for bicycle and tricycle racing.

The advantages of possessing a track for training and practice purposes is hardly to be estimated, and will only be justly appreciated after it exists.

We hope wheelmen for whom this communication was intended will realize its importance, and then awake to the astonishing fact, that such out-of-the-way (?) towns as Springfield, Mass., and Hartford, Ct., can fill their Club's treasuries and score books to overflowing with money and records, while the Queen City of the West, lying within a few miles of the very center of population of the whole United States, languishes in silent complacency, with not even the contemplation of a track in view.

It has been suggested that the various wheel organizations in and about Cincinnati associate themselves together for the purpose of promoting and agitating cycling in that locality. If such an arrangement is completed it will undoubtedly receive the encouragement of all local wheelmen, provided, however, the association be established on a broad and unrestricted basis. This association or local league to be successful should not be constituted a Cincinnati affair only; the wheelmen of its sister city, Covington, may justly claim recognition both as to numbers and quality.

WILLHELM.



NEW CATALOG! SEND FOR IT!

OVERMAN WHEEL CO., - - 179 Tremont St., Boston.

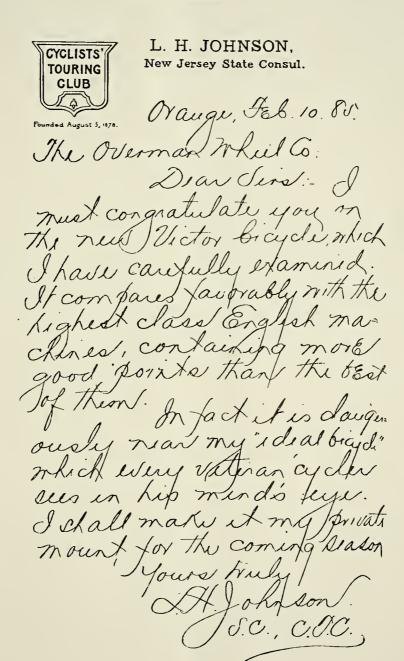
## VICTOR\*BICYCLE!

New Haven Com Feb, 25- 1885-The Overman Wheel Co. Gentlemen: I have ridden the Victor Bieyele and mist say that I am very much pleased with it I have not ridden a bicycle that suited me fetter, The Victor has some points which especially commend it, among which are your new saddle, compressed tris and square pedal rubbers. Please took my order for a 54 in which I will give a good trial the coming season Your Very Truly Geo. M. Hender

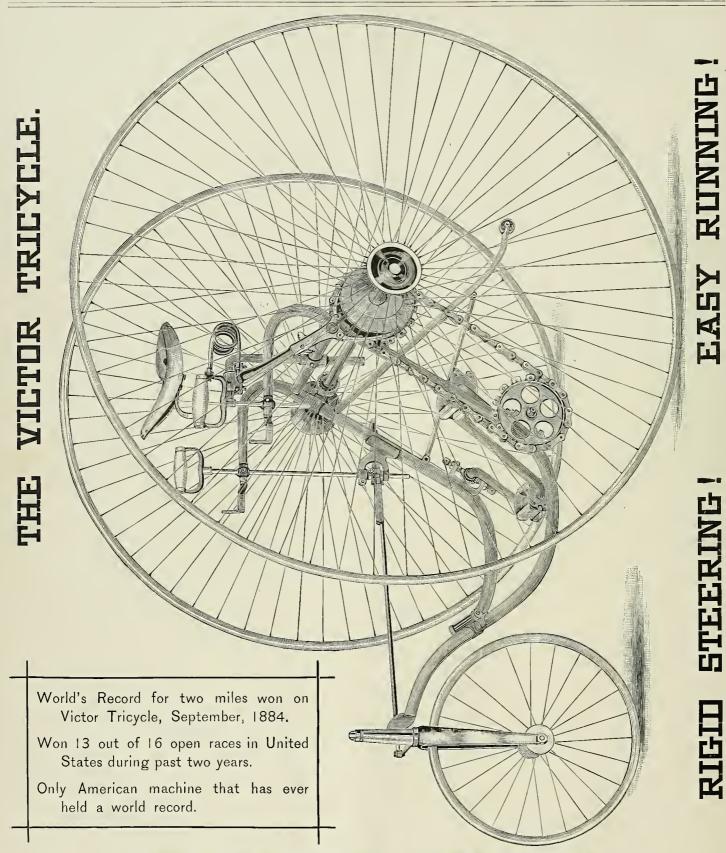
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Send for Catalog of Victor Bicycles and Tricycles.

# OVERMAN WHEEL CO. 179 TREMONT ST., BOSTON.

### STAMFORD (CT.) NOTES.

Capt. Hurlbutt has given recent exhibitions of graceful, fancy riding at the rink, and received hearty applause.

Mr. J. B. Hendrie, last fall, did the handsome and gravelly—thing by the roads in the vicinity of Sound Beach, and the wheel world here wish there were more like him.

The Solitary Club succeeds the Facile, and, as it has ridden all but thirteen days this winter, expects to be in trim for some touring and local runs that are to be heard from "when the spring-time comes again."

Lieutenant C. W. Hendrie, of the Stamford (Ct.) Wheel Club, was married on February 5, to Miss Lucy Clement Dean, and their hosts of cycling and other friends wish them any amount of the good and pleasant things of life.

The Solitary Club's scribe says that at their last autumn election of officers, they were all "fall-officers," as they were all beginners at cycling. This statement created anything but equine-imity in the minds of his brother officers, but the matter was settled around at a convenient café.

STAMSON.

### SAN FRANCISCO NOTES.

F. R. Cook has ordered a 55-inch Rudge Light Roadster.

The Bay City Wheelmen gave their first bicycle hop, Friday night, Feb. 6.

Five Rudge Light Roadsters were ordered last week by San Francisco wheelmen.

Sunday, Jan. 25, eighteen members of the Bay City Wheelmen went over to Oakland and rode to Piedmont.

Osborn & Alexander have attached a repair shop to their bicycle warerooms, where the unfortunate wheelmen can have their wheels repaired.

San Francisco can boast of the only steam bicycle in the world. It is a Star, with boiler and engine attached to the perch, and burns benzine.

Messrs. H. C. Finkler and F. R. Cook have become quite expert roller skaters. They intend to keep some kind of wheels moving all the time.

The park commissioners passed a law several weeks ago prohibiting bicycle riders riding in the park, but through the efforts of the Bay City Wheelmen the law was repealed.

Sunday, Feb. 1, twelve Oakland riders escorted Wilmott about the fine roads of that city, then took him out into the country, and initiated him into the terrors of hill climbing and coasting.

Wilmott, the fancy and trick rider, is here giving exhibitions of his skill at the different rinks. He is the best ever seen on this coast, and fascinates both wheelmen and all others who see him.

At the annual meeting of the Bay City Wheelmen the following officers were elected: President, Edwin Mohrig; vice-president, S. F. Booth, Jr.; secretary, Thomas L. Hill; treasurer, W. E. Nachtrieb; captain, F. R. Cook; first lieutenant, Chas. L. Davis; second lieutenant, Harrison Houseworth; bugler, W. F. Sperbeck.

### CHICAGO NOTES.

B. B. Ayers and L. W. Conkling will attend the officers' meeting L. A. W. in New York, February 23.

Hammil and Van Sicklen talk of running off their undecided ten-mile race on Kangaroos, as the track (Le Grand Rink) has proven too small for bicycles.

Canary-Livesy-Gilmore combination visited us at the Casino, recently, and their exhibition strikes us as being about the only professional show that is not a fraud.

The Spalding bicycle is the chief subject of gossip among club men. Every one is patriotically enthusiastic over the Chicago wheel, and swears to ride nothing else.

The Le Grand Rink will give a prize drill on the occasion of their carnival, February 25, but as the Chicago clubs do not enthuse much on drilling the chances are good for the entries being slim.

Two of our fastest road riders announce their intention of riding from Lafayette, Indiana, to Cincinnati (215 miles), in one day, sometime in June. They have been over the road before, and say the distance can be done.

And now another ambitious town is after us. No sooner have we settled St. Louis than we are attacked in the rear by Minneapolis; but we are going right up there and if Hammil and Van Sicklen come home defeated, yours truly will "go broke."

The seven-lap track in the Exposition Building, which the Chicago Bieycle Club has been using all winter, has been destroyed in the preparations for the "Opera Festival." The boys are contenting themselves in cleaning the resin out of rear bearings and hoping for spring.

Real news is very scarce here, with snow piled higher than the street cars and the thermometer showing splendid staying powers and keeping up a minus fifteen gait right along. All we can do is to rub our ears and dream of the "Big Four" tour, which, by the way, is the hub round which Chicago cycling revolves. All other plans and ideas are of little interest compared with this.

At last, and after years of talking and the advancing of an innumerable number of ideas, all of which it is needless to say never were carried out, we are at last on the straight road to securing a fine track. We have a wealthy corporation behind us, and will build a four-lap twenty feet wide clay track, of best construction, within fifteen minutes (street car) ride of the heart of the city. Grand stands, and all accessories will be of the most complete order, and taken altogether we will have the finest and one of the fastest tracks in America. Particulars will be given in my next.

Several Chicago men have lately been much surprised to find that some of their roller skate and "shinny" contests have professionalized them, and have forced them to resign, "and still they come." And now while on the subject allow me to say that this "shinny" business, in my opinion, is the most unfortunate thing that has yet happened to the League, and that the sooner the L. A. W. takes off its gloves and "wrestles" with the question in a thorough manner and settles the professional poloists to their proper level, the better. "SIXTY."

THE SPRINGFIELD WHEELMEN'S GAZETTE comes to hand this month as fresh and even brighter than ever.—*Boston Globe*.

THE SPRINGFIELD WHEELMEN'S GAZETTE is one of the spiciest and best of our bicycling exchanges. We know a good thing when we see it.

—Turf, Field and Farm.

#### HARTFORD LETTER.

OUR CORRESPONDENT STILL VIEWS THE L. A. W.

Hartford, Ct., February 25, 1885.

Editor Spring field Wheelmen's Gazette:—

Those who take the trouble to read this letter, will perhaps decide that whatever reasons exist for naming it a Hartford letter are rather obscure, but I wish it to be so considered, nominally at least. We propose to devote a portion of the first week of September next to another tournament, which we hope will prove a repetition of our very successful venture of last year; we wish to keep Hartford prominently before the minds of wheelmen everywhere, and it is undeniably for this rather selfish reason that I begin this communication with a titular reference to the home of the Connecticut Bicycle Club.

While I don't propose to continue elevating the critics of the L. A. W. into objects of criticism themselves, or to presume to dictate to our officials their proper course of action in administering its affairs, I believe that it is the duty of every member, whether a very shrewd observer of League doings or not, to summon whatever intellectual strength he is possessed of, and offer whatever suggestions he may, to aid in the decision of certain important questions upon which it may soon be necessary to take action. So I again devote my letter principally to a further consideration of the League's affairs.

In July we shall have a very important annual meeting, and largely upon its issue hangs the grave question as to whether the League shall be allowed to remain in its present apathetic, nonprogressive state, or whether the coming meeting shall be marked as a turning point in its history, beginning a period of renewed confidence, greater activity, and more fruitful results in the work to which its support is pledged. To insure the best results at this meeting the members present and voting should thoroughly prepare themselves beforehand and know exactly what they wish to do when the moment for action arrives. Their votes should be cast only after careful deliberation, and not on the spur of the moment. The present necessity for calm judgment, and earnest endeavor on the part of its members, seems to be entirely without precedent in the annals of the League. With the membership at large rather than the officers mainly rests the responsibility of pushing through many much needed reformatory measures. During the few remaining weeks before the annual, all members who are really interested in the League's welfare should carefully consider its needs and the manner whereby they may best be relieved, and make themselves ready to defend its necessities unitedly. The malcontents should pull in their horns, throw aside their cudgels, forget trivial personalities, and all petty grievances, and go to work themselves, instead of growling continually at the work of others. If they work hard enough the exercise will perhaps develop certain oxidizing processes, which may do much towards burning off and destroying their splenetic tendencies, and cause them to feel the better for it.

A very important matter for consideration just now is the necessity of establishing a weekly cycling newspaper devoted to the League's interest, and containing enough first-class matter to render it attractive and entertaining as well as useful. That such a journal may be owned and maintained by the League, is, I think, no longer doubted, and with it we would obtain the important advantage of being able to lay before

every member, in full detail, each and every topic meriting his attention. It would also afford members a convenient medium for offering suggestions, and they could go to any reasonable length in advancing their comments and criticisms. The editorial office would be one of considerable dignity, and the incumbent would be able to display his literary qualifications to some advantage. Whatever may be the failings of our present editor, he certainly may be regarded in some respects as affording a worthy example of long-suffering patience and resignation. It seems quite marvelous to the writer, how any man can calmly exist goaded by the thorns of adverse criticism, feeling the necessity of repelling libelous attacks, frowning down individuals who devote their energies to "caviling on the ninth part of a hair," offering suggestions, giving advice, and answering questions, all in addition to providing a weekly leading article, while fettered and trammeled within exactly so many inches of columnar space, without very occasionally getting very wrathy indeed. In sober earnest, if there is any one thing that the League needs more than anything else it is a newspaper. Surely the majority of League members believe this, and when they are called upon to decide whether they will have it or not, they should be careful not to be again misled by the euphemisms with which a few personally interested objectors may clothe their antagonistic claims. (Lest the writer's present attitude on the gazette question seem at variance with some of his former utterances, he begs to state that while in a previous letter he expressed himself satisfied with the way the present gazette fulfills its intended purpose, he has never maintained that it would not be a wise move to change the purpose.)

A new solution of the amateur problem is too likely to be demanded by many wheelmen, and should also be made the subject of careful study. It is an intricate question, and no League man need consider himself a paragon of stupidity if, in trying to solve it, he, instead of attaining a rational result, finds himself bewildered by a maze of entangling possibilities. It would be a matter of poor economy for all concerned to have the League give up the direction of racing, and bend its entire energy to the encouragement of touring. Our racing system constitutes one of the most interesting and important features of the whole province of cycling. Absence of all jobbery, and the generally fair and open manner with which our tournaments have been hitherto conducted, have given them a strong hold on public favor; if their high standard is maintained, the public must soon come to regard them as a wholesome and refreshing substitute for horse-races. Our reputation for providing a discriminating public with opportunities for witnessing elean and honorable cycling contests must be sustained, and to do this the absolutely necessary uniform government of all tournaments requires the jurisdiction of nothing less than a national organization.

We should remember that if, by countenancing unworthy methods, we should earn a reputation for allowing disreputable practices at our tournaments, the League's work as a whole, and the eause of eycling at large, would inevitably suffer sympathetically. The League's existence would be well warranted, were the direction of race meetings its sole mission.

While it seems an unconditional necessity to keep all League events free from the slightest larly understood when applied to athletics, it may still be honestly doubted whether the peculiar and separate circumstances of wheel athletics do not render our present very abstract interpretation of the obnoxious term manifestly unfair in many instances. Treasurer Terry fears that our rule is hardly eonsistent with American conditions. Perhaps it might be pertinently questioned whether it is consistent with American common sense. Certainly the result of its working is, in some cases, nothing if not ridiculous. Let us illustrate by a couple of supposable instances:

Case I. Smith, a gentlemanly, thoroughly honorable fellow, who has never contested a cycle race of any kind in his life, who abstains on principle from all betting and gambling whatsoever, and who might as soon be expected to attempt a reformation of the solar system as to indulge in any of the vagaries of "hippodroming," having proved himself an exceptionally good man on the road, proposes, solely from love of the sport, to try the path as a 3.20 man during the coming season. During the winter he was, in a single instance, indiscreet enough not to ascertain beforehand that a certain member of a certain polo team, which contested a game where door-money was taken, with the team of which he (Smith) happens to be a member, was a member of a professional base-ball nine ten years ago. Smith suddenly realizes that he has made a professional of himself, "with all the term implies"; he has forfeited his amateur status; as an athlete he is as a leper, to be shunned and avoided by all who hold sacred their claim to an amateur standing. His former friends hardly dare be seen with him on the road even, lest they become infected with the taint, through the medium of "pace-making for a professional."

Case II. Jones, whose alleged occupation is "machinist," works six weeks of the winter around the repair shop of a certain well-known firm of cycle manufacturers, for which he receives a salary sufficient to support him comfortably all the year round. His entire time, outside of the six weeks, is spent in training, and riding this particular make of bicycle in L. A. W. races, ostensibly to win trophies, but in reality to advertise the wares of his employers. His profession (according to the dictionary definition) is riding a bicycle; by it he earns his living. His machinists' trade is but an excuse to escape a technicality. In point of fact he rides for money every time he rides, but he studiously avoids violating any clause of our racing rules, and he is considered a model amateur in all respects.

Such extreme cases as these imaginary ones may easily occur in real life. What shall we do with this fearful and wonderful "definition of an amateur"? I confess I don't know; but something should be done with it nevertheless. Smith is a complex personality. I believe there are hundreds of him, and that the League will eventually have serious trouble in considering his many applications for reinstatement or reëlection. Manifestly it won't do to kill off Jones. Jones has the best of us whether we will or not. He is a fast man, way down in the forties. His fame as a rider is national and we are proud of him. Crowds cheerfully pay their money to witness his performances. He is a necessity at our tournaments. There are several of him. We offer him every inducement but actual cash to enter our lists, for without him our races would be comparatively tame events. We must sustain Jones, but if in so doing the taint of "professionalism," as the term is popul League discovers that it is not fully satisfying the

admonitions of its conscience, perhaps the conscientious prickings might be comfortably lessened by contriving a way to sit less heavily on Smith. I think we may readily decrease the pressure on Smith, and still remain free from anything that can justly be termed professionalism. Technicalities which are without any rational raison d'ètre are worse than useless, and serve but to clog the workings of our perhaps already too complicated League machinery.

Before closing, I should mention the coming election of a new board of officers. Members of the League who wish to assist in making the organization what it should be, but who don't know just how to begin, may here find a good field for quiet work. This election should be the initiatory reconstructive process. Members should use their disinterested best efforts to see that the new board is composed of capable, earnest workers. Do not elevate a man to office merely because he is a "good fellow," or because he belongs to a particular clique. Find out first whether he knows anything about the League's affairs. Has he its interests really at heart? If his main object in accepting office is but to have his name stand out more prominently than some others, don't vote for him. An officer who is capable and desirous of exerting himself in advancing the League's welfare confers more honor on the League in accepting an office than the League confers on him in tendering it. I wonder how many League members chanced to read an editorial on this subject entitled "A Topic of the Time," which appeared in last week's Cyclist and Athlete. It eontained as much common sense as it was ever my pleasure to see condensed into a short cycling article.

### The Trade.

List of patents granted for devices of interest to wheelmen for the year 1885 to and including Tuesday, February 17, 1885, compiled from the Official Records of the United States Patent Office, expressly for The Springfield Wheelmen's Ga-ZETTE by Shipley Brashears, patent attorney, solicitor and expert, No. 637 F Street, N. W., Washington, D. C., of wbom copies and information may be had.

No. 310,540, January 6, Charles E. Pratt, of Boston, Mass., and Albert E. Wallace, of Hartford, Ct., assignors to the Pope Manufacturing Company, of Hartford, Ct., velocipede.

No. 310,548, January 6, Robert Van Malkowsky, of New York City, velocipede.

No. 310,620, January 13, R. G. Shute, of Edgartown, Mass., bell for bicycles.

No. 310,676, January 13, Thomas P. and James B. Hall, of Toronto, Canada, tricycle.

No. 310,776, January 13, William P. Benham, of Hartford, Ct., assignor to the Pope Manufacturing Company, same place, velocipede.

No. 310,823, January 13, William Hillman, of Coventry, Eng., saddle-spring for velocipedes.

No. 310,857, January 13, A. M. White, of Waterbury, Ct., assignor to the Pope Manufacturing Company, of Hartford, Ct., velocipede wheel.

No. 310,858, January 13, J. L. Yost, of Wallingford, Ct., bicyele.

No. 310,862, January 13, James Leigh, Chelsea, Mass., and Robert McDowell, Manchester, County of Lancaster, Eng., assignors by mesne assignments to the Revere Rubber Company, Boston, Mass., elastic tire for wheels.

No. 310,868, January 20, Reuben H. Andrews, Washington, D. C., tricycle.

No. 310,998, January 20, Carl G. E. Hennig, Paterson, N. J., tricycle.

No. 311,084, January 20, T. H. Paessler, Malvern, O., tricycle.

No. 311,112, January 20, John A. Enos, Peabody, Mass., transcycle.

No. 311,188, January 27, John Knous, Hartford, Ct., assignor to the Pope Manufacturing Company, same place, velocipede-spring clip.

No. 311,320, January 27, William Hillman, Binley Road, Coventry, Eng., velocipede.

No. 311,332, January 27, James Lamplugh, Birmingham, County of Warwick, Eng., saddle for bicycles.

No. 311,687, February 3, Fremont Swain, Indianapolis, Ind., bicycle.

No. 311,803, February 3, G. E. Blackham, Dunkirk, N. Y., assignor of two-thirds to Bull & Haynes, and Ephraim N. Bowell, all of Buffalo, N. Y., bicycle wheel.

No. 311,862, February 3, C. Wunch, Camden, N. I., ice velocipede.

No. 312,147, February 10, F. E. Mills, Pittsburgh, assignor of one-half to William McMahon, same place, monocycle.

No. 312,219, February 10, Charles E. Pratt, Boston, assignor to the Pope Manufacturing Company, Hartford, Ct., velocipede saddle.

No. 312,277, February 17, E. G. Latta, Friendship, N. Y., assignor by direct and mesne assignments to the Pope Manufacturing Company, Hartford, Ct., bicycle.

No. 312,332, February 17, Charles II. Copp, Clyde, Mich., assignor to the Marks Automatic Car Coupler Company, Cleveland, O., railway velocipede.

No. 312,407, February 17, C. H. Veeder, Bethlehem, Pa., and John I. Veeder, Omaha, Neb., velocipede.

No. 312,411, February 17, Albert E. Wallace, Hartford, Ct., assignor to the Pope Manufacturing Company, same place, velocipede.

No. 312,473, February 17, Thomas B. Jeffery, Chicago, Ill., velocipede.

### THE SPALDING BICYCLE.

### A. G. SPALDING & BRO.'S NEW WHEEL.

The Spalding bicycle is a light weight, full roadster, of the very highest quality and finish known to the trade. It has one inch tires to front, three-fourths inch to rear wheel; Warwick rims to both wheels; round backbone, very rigid; elliptical hollow front forks, made very rigid; Andrews' patent steering head with 5 1-2 inch centers and very broad wearing surface; hollow weldless steel handle-bar, shaped between the Royal Mail and Rudge curves. A handsome pattern of spoon lever brake is used. The spring is a straight strap spring, very handsomely formed, and sliding at the rear on a tilting adjustable plate. It has semi-tubular rear fork and direct spoke rear wheel, with the Æolus ball bearing. The principal feature and peculiarity of the wheel lies in the construction of the front spokes and hub. The spokes are what is called "direct tangent," that is, they stand at a tangent of ninety degrees and screw directly into the hub flange, which is of gun metal. They run into the hub full size of the wire, oneeighth of an inch, before they come to the screw thread, thus making a stronger job than in a buttended spoke. They are soldered together where they cross, which absolutely prevents unscrewing or any loosening. The front axle is hollow, and one inch in diameter between flanges, with solid plugs brazed in each end for the cranks, which are shrunk and keyed on to them. The front

bearing is a new form very similar to the Rudge, the adjustment and running being exactly the same. The only difference lies in its being cut open, and having a lug on both forward and back side of bearing box, thus providing for opening and taking off the bearing without disturbing the crank. This bearing and the front spoke are the principal specialties, and it is claimed to have the very strongest front wheel ever put in a machine. They have not attempted excessive lightness in this machine, as the Spaldings do not believe it desirable. A 54-inch racer is being constructed for John S. Prince, which will weigh 23 pounds. L. W. Conkling is the possessor of a 60-inch Spalding Racer weighing 28 pounds.

#### SAMUEL T. CLARK & CO.,

of Baltimore, Md., will, as in the past, continue to act as agents for the Coventry Machinists Company, and will carry a large stock of its bicycles and tricycles, including the Club Tandem. They already have an invoice of these popular machines on the way, and have booked several orders for Club Racers, which have gained in favor since Gaskell captured the two and five mile records last year, at Springfield. They always build racing machines to order, as it is the only way a racing man can get a machine which is "just right" in every particular, and every flier knows how important it is to feel his machine is a part of himself. They will bring out a new machine, with patent detachable hollow handle-bar, either straight, dropped, or curved, and with bearings of the Rudge type. It will be a direct spoke full roadster for hard riding, and will weigh about forty-two pounds. The Sanspareil has been somewhat improved, and has single ball bearings with side adjustment. The same make of light roadster will weigh thirtyfour pounds, has hollow rims, tangent laced spokes, and is fitted with single ball bearings of the Columbia type; has a Duryea combination saddle, is enameled and nickeled, and will sell for \$130 and \$142.50. The American remains about the same, and is one of the best machines for the price on the market. With the exception of the convertible Club tandem, this firm will, as a rule, import bicycles to order only, and will make a specialty of building machines to order, with reasonable changes to meet the wants of individuals. The spring trade is already beginning to be felt by this firm, and several orders have been booked, and it has increased its facilities for promptly supplying the demand.—Bicycling World.

### THE NEW COLUMBIA MACHINES.

The Pope Manufacturing Company will put upon the market about April, the Columbia Light Roadster, and Columbia Two-Track tricycle. The former will be fitted with hollow curved handle-bar made in one piece and detachable, hollow steel felloe, tangent spokes, and several novelties. It will weigh about thirty-seven pounds with saddle and pedals. The price is not yet fixed. The tricycle will be fitted with 48-inch driving-wheels, and 20-inch steering-wheel, which will be at one side, as its name implies; it will be central geared, thus allowing an adjustable crank throw, and will have a double band brake, hollow axle, etc.; it will weigh between seventy and seventy-five pounds. Price, \$160.

Catalogues of the above will be ready next month, and a full description of these machines with cuts will appear in the next number of the GAZETTE.

### THE OVERMAN WHEEL COMPANY'S NEW LIGHT ROADSTER.

The Overman Wheel Company, of Chicopec and Boston, put their Victor bicycle on the market March 1. It is a new light roadster, which A. H. Overman has been planning for four years. He has examined thoroughly every English high grade machine for excellencies to incorporate, and claims his machine has the best features of the Rudge, Royal Mail, Club, Challenge, Sanspareil, etc., while it has special points of distinction all its own. Not an ounce of cast metal and nothing but interchangeable steel forgings is used in its construction. Lightness is sought after strength and rigidity have been secured. Free use of imported weldless steel tubing has been made, and all the bearings are of the improved Bown's Æolus ball pattern, which are acknowledged the best in use. Warwick's hollow rims, Harrington's enamel, and compressed tires are among the patents used to make the bicycle complete. The machine is well proportioned, light and graceful in appearance, by its narrow tread, curved handle-bars, new saddle and the tangentspoked wheel, and heightened by the finish in enamel and nickel.

The large wheel of the 54-inch machine, taking that as the standard size, has seventy-two tangent return spokes, double wound and stayed at the two outer crossings. The felloes are Warwick's hollow rims of weldless steel, the best in use. The red Para rubber tire is 7-8 inch for the large wheel and 3-4 inch for the small one, both compressed into the rim and cemented to it by Overman's patent process, which has stood-the severest test without loosening. By using this, the hollow rim of the smaller wheel is made very shallow. exposing a much larger proportion of the rubber than others, which offsets much of the objectionable jarring of the rear wheel. This wheel is eighteen inches in diameter and has twenty-four tangent return spokes. The hub of this wheel is fitted with a spring top oil cup of a new pattern. The large wheel has a narrow tread; the hub, a solid steel forging, has a spread of 5 3-4 inches. Yet the wheel is so rigidly built that it is impossible to "buckle" it. It has been subjected without injury to the severest tests; two men have rested their weight on the rim on opposite sides as the wheel lay on its side on the floor, trying in vain to "buckle" it. The cranks are adjustable, of the usual pattern. The pedals are fitted with the patent square corrugated rubber rolls used on the Victor tricycle, and weldless steel tubing is used for the dust-proof centers. The hollow forks are elliptical and very rigid. The head is the improved Stanley pattern, known as the Andrews. The handle-bars, 29, 30 and 31 inches long, are bent and fitted with large vulcanite handles. They are of tapered weldless steel tubing. A spoon-brake with a curved lever is attached. The backbone is of I I-2 inch weldless steel tubing, tapering at the lower end, where the half-hollow rear fork is brazed to it with a weldless steel bell bushing underneath, giving special strength there. The solid steel forging at the upper end, which fits into the head, is reamed out for greater lightness and elasticity. The suspension saddle is the new Victor patent, and makes an easy seat. A coiled rear spring is fastened by two screw loops to clamps around the backbone, which may be easily adjusted. The saddle, which is of flexible leather, with long side flaps for the trousers guard, slips over this spring, holding firmly to it. It can

be taken off easily. An adjustable catch fastens it to the head.

The machine is finished in Harrington's enamel and nickel plating, the latter on copper. The enamel is the best and most durable known. It is widely used in England and is used on the Victor tricycle. The hubs, cranks, head, handle-bars, brake and spring are nickel plated, the remaining parts enameled. The machine is of medium weight and is made in the usual sizes to the 58-inch. The price has not yet been fixed, but will be near the average for machines of its high class. Mr. Overman holds that the Victor Light Roadster, from its many excellent features of design, from the choice material used and the superior workmanship, is the equal of any English roadster.

#### STODDARD, LOVERING & CO.

Our many lady riders and light weight tricyclists will be pleased to learn that their wants are being attended to, and that the pushing firm of Stoddard, Lovering & Co. will this season place on the market a light double-driving tricycle. There has been a demand for such a machine for some time, and recognizing it, Stoddard, Lovering & Co. contracted, during Mr. Corey's recent trip to England, with Rudge's people for a light roadster tricycle of the now popular central-geared pattern. This new machine is not too light for American roads, and yet light enough to meet the wants of a large class of skillful riders, who demand a light, yet strong and serviceable mount. It has been built especially for the American trade, and will, we doubt not, prove as good as it looks, which means a good deal, for it is very handsome and graceful in appearance. The driving wheels are forty-six inches in diameter, geared level on the standard pattern. The steering wheel is as large as is usually used, being eighteen inches in diameter. The tires are of seven-eighth inch red rubber to all wheels, and are cemented into strong crescent rims, while the rims themselves are supported by sixty No. 11 and twenty No. 12 direct spokes. The large wheels are connected with a compound axle, and drive double by means of Starley's gear of the small pattern, as used on machines of the Humber style, which is neat, unobtrusive, out of the way, and effective. This axle is hung from the tubular frame, in a pair of ball bearings, well-placed to stay the axle. At the ends of the horizontal tube are attached the curved arms for holding the hand-hold, steering handle, and lamp brackets. On the left side is fastened a plain push-lever hand brake, five by seven eighth inch, which will give power enough. From the center of the top tube, a large steel tube extends forward, sloping towards the ground at a considerable angle, and then, with a graceful turn, curving up over the steering wheel and terminating with the steering centers of a Humber head. At the neck a rubber bar foot-rest is fastened by a hinge joint. The front forks are solid, and the mud guard is of thin sheet iron. The steering is effected by a rack and pinion, the latter running in a slide with a couple of rollers which are pressed against it and kept from rattling by a stout steel spring. On the center of the axle is securely fastened the upper driving cog, the lower one being held in a bracket or hanger depended from the central tube and sliding on it for adjustment by means of a split lug. Morgan's patent roller chain is used, and the whole is securely and neatly covered by a stiff leather guard. At either end of the lower cog-shaft is attached an ordinary bicycle crank with from five and a half to six inches throw. A tubular safety rod extends from one side. The handles are adjustable for height, and the saddle and cradle spring may be adjusted vertically and horizontally. Rudge's "unequaled" ball bearings are used throughout, including pedals. The machine is thirty-nine inches wide, and will weigh about eighty-five pounds, though a lighter machine fitted with hollow rims and tangent spokes will be furnished at a slight increase in price. It is delivered to customers with the usual paraphernalia and handsomely enameled and nickeled, at the price of \$175. It is a very well-balanced tricycle, built vertically, well made and finished, pleasing in appearance, and we should think in every respect well calculated to meet the growing demand for machines of its class. A rear attachment will be made, so that the above described machine can be converted into a tandem of the Club type.

#### WRIGHT & DITSON.

Among other enterprises in the interests of bicycling is the *new branch* of the uniform department of Messrs. Wright & Ditson, Boston, Mass., where everything pertaining to a bicyclist's uniform may be obtained, either ready-made, or made to order, for a club, or an individual.

The above gentlemen have taken advantage of the lull in trade, between seasons, to enlarge and renovate their already spacious stores, more especially their uniform department, which is amply stocked with fine goods of the latest designs, especially adapted for bicycle and other uniforms.

This department is presided over by a competent and experienced custom cutter, who will furnish catalogues, samples, and any information desired in regard to uniforms of all descriptions.

In addition to uniforms, this firm keeps a full stock of youth's bicycles, bicycle lamps, bells, whistles, wrenches, luggage carriers, etc.

Their other *innumerable* goods for athletic pastimes are already too well known to our readers for us to dwell long upon, even if we had the time and space so to do.

It is sufficient for us to say, that both Mr. Wright and his congenial partner are well versed in, and stanch advocates of, all pastimes relative to health, strength, and fresh air.

#### THE AMERICAN CHALLENGE.

Gormully & Jeffery, of Chicago, have five floors of their large factory well filled with stock manufactured during the winter, most of it consisting of the Ideal bicycles. They will introduce two new machines, which are made interchangeable in every part, and have several features common to last season's Ideal, together with improvements suggested by its experience, and comparison with the highest grade goods in the market. The first of these is the American Challenge, which will be provided with the well-known high neck, and low, strong closed head, solid steel forks, patent globe bearings, ebonite handles, and either straight, dropped, or cow-horn handle-bars, large weldless steel backbone, semi-hollow rear fork, 17-inch rear wheel, one-inch molded tires to front wheels, buttended spokes of No. 12 wire, adjustable rubbercapped step, long-distance saddle, with adjustable tension for the leather and adjustable clip to the spring. The openings in neck, ends of bearings and of pedals are covered with dust shields, and the latter provided with rubber crank protector, which surrounds the ordinary cap at the end of the pedal, and often saves the crank and crank pin from injury by a fall.

The other machine is the American Safety, built with extra large tires and strong frame, and is intended for use on rough roads. Its construction is such that great safety is insured, the seat being placed well back of the front wheel, on a very elastic spring, and the weight of the rider is carried on the low dropped pedals, which are placed well under the axle, and move in an elliptical curve nearly vertical. The action is on a lever; but the motion is so nearly like that on the crank, that the difference is not noticeable to the rider. The joints that swing are provided with adjustment for wear. The rear wheel is twenty inches diameter, and forward wheels from forty-two to forty-six inches diameter. The prices are placed very much below that of the imported machines of similar pattern and quality, and a large demand is anticipated. The Ideal has been improved also, and some parts judged to be weak have been strengthened, others lightened, the material, as a whole, better distributed. All bicycles over 46-inch will have thickened spokes, hubs have been strengthened, bearings made more dust-proof, and the large demand that the Ideal met with last season, warrants the manufacturers in preparing for a large

### AMONG OUR EXCHANGES.

We wonder if the scissors editor of *Wheeling* has a conscience, and if it, too, does not need repairing?—*The World*.

A hen's egg laid in Carville, Pa., the other day, contained the inscription, "K. K., 1885." It is thought that the hen who laid it was deaf and dumb, and that the initials stand for kackle-kackle, phonetic method.—*Boston Post.* Oh, no. It was the two thousand and somethingth order for "X. M. on a Bi." Karl will please enter it eggsactly as returned. Even the hens want the book.—*Bicycling World*.

THE SPRINGFIELD WHEELMEN'S GAZETTE for January is at hand, and an excellent GAZETTE it is. There is a crisp freshness in the style of the criticism which almost brings before one's eye the down-drawn satiric mouth, or rings in upon one's tympanum the twang of the Yankee tongue. It also casts into awful shadow those strainings after Americanisms which render one of our papers so blood-curdling.—Wheel Life.

Springfield again!— The Springfield Bicycle Club is on the path again, having voted to hold a three days' tournament, Sept. 8th, 9th, and 10th. What this famous club will do this year is a conjecture, but we are promised something far ahead of all previous occasions. Its excellent track is to be still further improved, the prizes distributed on a new plan, and riders will more than ever be welcome to this Mecca of wheelmen.—Cyclist.

An employé at the depot thought it would be a fine thing to ride a bicycle which one of our wheelmen had left with him a short time for safe keeping, and so mounted the machine, one morning. Around the platform he went all right until, in trying to turn a corner and get out of the way of a pedestrian at the same time, he came to grief over a trunk. Result, three spokes broken and a crank bent. No grave damage done, but he concluded he would wait until the breaks were repaired before attempting the thing again.—Palmer Jour-

## RUDGE BICYCLES!

C. F. SMITH, INDIANAPOLIS. THE JOHN WILKINSON W. C. MARVIN, OVID. F. HEATH & CO MINNEAPOLIS, HEADQUARTERS FOR MICHIGAN, FOR HEADQUARTERS HEADQUARTERS HEADQUARTERS

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Sole United States Agents,

## STODDARD, LOVERING & CO.

152 to 158 Congress Street, Boston, Mass.

## → SEASON OF 1885 ﷺ

### BOSTON, March 1.

In presenting our Catalogue for 1885 we beg to return sincere thanks to our numerous patrons for the liberal support we have received at their hands. During the last three years we have found that our Bicycles and Tricycles have given perfect satisfaction, and with a view to still further increasing their popularity we have visited the manufacturers in England and have had our machines built with all the latest improvements and changes to meet the requirements of our roads. We can unhesitatingly say that we regard with the greatest satisfaction the wonderful strides forward which have been made during the last few years in the general construction of machines, not only in appearance and weight, but also in many details, all of which have tended to diminish the efforts as well as to add to the safety of the riders. We confidently believe that we have kept fully abreast of the times and that we now offer

### The Finest Line of Wheels on the American Market.

The popularity of our machines has been so great and our business has increased to such an extent that we have been forced to remove from our former location (where we have been for many years) to more commodious quarters, and that we are now to be found at Nos. 152 to 158 Congress Street, where with greatly increased space and facilities we shall be very glad to welcome our customers.

While our 1884 patterns of Bicycles left little to be desired, we have not been standing still; and though the improvements for this season are few they will be found to be important, and we invite your careful attention to the same.

### THE RUDGE LIGHT ROADSTER

Retains all the valued features of last season, which made it by far the handsomest and most rigid Bicycle on the market, and is at the same time still further improved by the new pattern tangent spoke (see page iv), by fuller and stiffer front forks, by having the brake spring under the head, and by substituting detachable cranks for fixed. A long-distance tension Saddle, nickeled wrenches, and ball pedals are fitted with this machine without extra cost. (See page iii.)

### THE AMERICAN RUDGE.

This machine has given such universal satisfaction during the past year that with one or two exceptions we have been unable to improve its construction. The only alterations are, curved bars instead of straight, detachable cranks, Harwood safety step, and brake spring under the head. We may state that we believe there is no Bicycle on either the English or American market that will compare with it in quality for the price, and we defy competition on this machine. (See page vi.)

### THE RUDGE RACER.

This celebrated racing machine is unquestionably the fastest and strongest machine ever built, and it stands without a rival as the "King of the Path." Its position in America as well as in England is pre-eminent. It is ridden by all the fastest riders in both countries, and many a racing man owes his success on the track to his speedy Rudge.

The Rudge Racer is built especially for American tracks, and its success can be appreciated when we state that 24 out of 29 races were won on it at Springfield, Sept. 16, 17, 18, and 19, 1884, and that one mile has been ridden on it in the marvelous time of 2 minutes and 39 seconds. (See page viii.)

### THE RUDGE SAFETY.

Having long been pressed by our numerous customers, and in order to meet the growing demand for such a machine, we have brought out the above Safety Bieycle, which for lightness and strength combined with the high-class workmanship which characterizes all of the Rudge machines has no equal and we might almost say no competitor. (See page x.)

### THE RUDGE DOUBLE DRIVER TRICYCLE.

With a view to meeting a long-felt want for a **light Tricycle**, we have had a machine built especially for us by this celebrated firm, and can fully recommend it for lightness, strength, ease of running, and durability. Although it is lighter than some other machines (especially American makes), strength and rigidity have in no way been sacrificed, and we take pleasure in presenting it to your notice, feeling that our efforts will be appreciated.

### THE COVENTRY ROTARY TANDEM.

This remarkably fast and easy-running Tandem remains nearly the same as last year, with a few exceptions. It is built stronger, the size of the driving-wheel has been reduced to 46 inches, and the attachment for the rear rider has been somewhat improved. Special attention has been paid to the details of its construction, and we have had it made especially for American roads. It is particularly adapted for both lady and gentleman, being light, easy-running, and requiring but little care.

RUDGE LIGHT ROADSTER.



Price, 50-inch, \$140.00.

Backbone, forks, felloes, and spokes enameled; head, handle-bar, spring, hubs, cranks, steps, and pedals heavily nickeled. The price quoted includes ball pedals (either rat-trap or rubber), long-distance tension saddle, tool bag, nickeled wrenches, and adjustable step. Each rise of 2 inches in size, \$2.50 extra. Extra nickeled, except wheels, \$12.50 extra.

#### SPECIFICATIONS.

The Bearings are Rudge's unequaled ball to both wheels. They are perfectly adjustable and dust proof, and consist of a single row of balls running on case-hardened surfaces. (For further information, see cut and full description on p. iv.)

The Hubs are of a specially improved pattern, made of the finest steel, well recessed, and pierced with holes for the tangential spokes.

The Spokes are tangential, and present the following advantages over others of a similar pattern: First—The tendency of the tangential spoke to snap at the rim is obviated by securing them with a concealed lock-aut and washer, making them practically butt-ended and doubly strong at this point; Second—Instead of lacing back and forth from the rim to the hub in nearly parallel directions, they now end at the hub and are firmly riveted on the inside after passing through it. The spoke is thus single, and by being made slightly heavier at the hub the tendency of snapping is entirely done away with. The system of crossing is also a new one and works to perfection, being accomplished by one spoke passing over and under another in such a way that each spoke holds its neighbor firmly in place; consequently a rattle is impossible and wring entirely unnecessary. Again, the spokes are placed at right angles to each other, which not only makes the wheel very much stronger and more rigid, but keeps it true and prevents any possibility of buckling by ordinary use.

The Felloes are of Clement's hollow pattern, each consisting of one piece of steel tubing rolled and pressed into the proper shape, thus making them very strong and doing away with the objection usually experienced of brazing at this point. The strength of this felloe will be realized when we say, as we do, that it will bear a person's weight without any yielding, even before a single spoke has been put in.

The Tread. Owing to the above method of constructing the wheels, it has been found that they can be built perfectly rigid and at the same time much narrower than any other. The advantage

The Tires are round, if full to front and it to back, made of the first quality red Para rubber. These have been deemed the best sizes for this machine, after carefully studying the subject for years. They are made especially for rough and stony roads.

The Head is the long-center Humber pattern, similar to the Andrews, fitted with a dust-shield which is perfectly noiseless and entirely protects the head from dust.

The Spring is flat, broad, and elastic, so fitted as to ride very closely to the backbone. It is constructed especially for this machine, and prevents all tipping, side-shake, and disagreeable rattle made by springs working in clips.

The Saddle is either Lamplugh & Brown's or Brooks's long-distance tension. These are of the best quality and the very latest pattern. They have been selected personally and are made especially for this machine.

The Handle-Bar is cow-horn in shape, hollow, and made of steel tubing in one piece, it being found practically impossible to make detachable bars rigid. It is gracefully curved down at each end, about an inch and a half below the head.

The Handles are either horn or vulcanite of large size.

The Brake is spoon pattern, controlled by a lever of good length tipped with a small horn handle, and fitted with a concealed brake spring under the head, which entirely prevents any rattle.

The Cranks. As the general opinion of riders seems to be in favor of the detachable.

vents any rattle.

The Cranks. As the general opinion of riders seems to be in favor of the detachable crank, we have decided to meet this demand, and our 1885 machines will be fitted with the latest cranks of this pattern. At the same time we wish to say that we never have experienced any difficulty whatever with the fixed crank and do not consider it in any way a disadvantage to the machine.

The Pedals are ball-bearing, of Rudge's patent, and can be had either rubber or rattrap. In considering the price of this machine, purchasers should remember that ball pedals are included. (See page iv.)

The Step is Harwood's safety pattern, adjustable, especially designed for this machine. The Rake is from 11 to 21 inches.

This wheel combines LIGHTNESS, STRENGTH, and SPEED, and for a light roadster has no equal, we might almost say no competitor. It is built from the very best stock and by the largest manufacturers of Bicycles and Tricycles in the world, namely, D. Rudge & Co., Coventry, England.

Lightness.—Generally speaking, light machines have been built at the expense of strength and rigidity; but, thanks to modern invention, these difficulties have been overcome, and we are enabled to produce a Bicycle that contains all the valuable features of lightness and durability, combined with immense strength and rigidity. The weight of a 54-inch Rudge Light Roadster, complete, with saddle, pedals, bag, and tools, is 38 pounds.

Strength.—The strength of this wheel may be judged when it is considered that, owing to lightness and strength, it was the first regular Bicycle that was ever ridden up the very steep hill in the suburbs of Boston called Corey Hill, which had been tried before by hundreds of riders without success. This necessarily put a fearful strain on it; nevertheless not a sign of rough usage was visible. Even after two years' hard riding over common rough roads it showed no more wear than machines to pounds heavier. It has every point essential to an all-round roadster, and we can unhesitatingly say that there is no machine in the market that can compare with it for strength. In the recent Canadian tour from Niagara to Boston, out of the 15 light machines to were Rudges, which stood the strain on every imaginable sort of roads much better than the heavier makes.

Speed.—The speed, also, will be apparent when we state that the League championship for 1883 was won on it, besides most of the important races during the last two years. A mile has been timed on it in 2 minutes and 54 seconds, and in fact on all except the very finest cinder or concrete tracks it is even faster than the full racer, as the tires do not cut in. This will be appreciated by riders who desire to do some racing, as they will find that they will not

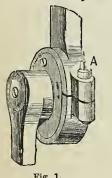
Sole United States Agents,

# STODDARD, LOVERING & CO.

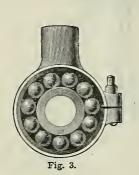
#### RUDGE'S PATENT BALL BEARINGS.

As Ball Bearings are now of the greatest importance to machines, we have great pleasure in calling your attention to these famous bearings. They have been made to revolve over six million revolutions without incurring any perceptible wear, or shaking loose of any of the parts.

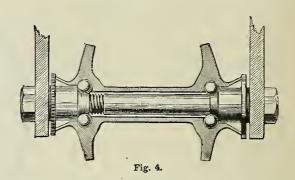
#### ADJUSTABLE PATENT FRONT BEARINGS.







ADJUSTABLE PATENT BACK BEARINGS.



INSTRUCTIONS FOR ADJUSTING THE BEARINGS.

PATENT 526, 1878.

When the bearing requires adjusting, unscrew the square-headed pin A that is in the lug of bearing, as shown in Fig. 1. This has the effect of loosening the disc, which can then be turned round in the direction the arrow is pointing in Fig. 1, until the bearing is sufficiently tight. Great care must then be taken to screw the square-headed pin A down tightly, as otherwise the disc is liable to shake loose when the machine is ridden. Figs. 2 and 3 explain the principle of the bearing, in which the manner of adjustment may be readily observed. The adjustment of the back wheel is quite as easily effected, by unfastening the nut on the side where the milled washer is, and then turning the washer round with the fingers from left to right until the bearing is tight; the nut should then be firmly secured again.

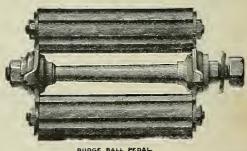
### \*\* RUDGE SPECIALTIES \*\*













The annexed cuts will show a few of the specialties of this truly magnificent Bicycle, and the patented improvements, which are owned exclusively by Messrs. D. Rudge & Co., and are to be found only on machines of their manufacture. It is safe to say that no machine in England enjoys a more enviable reputation than the celebrated Rudge, which combines the results of the past experiences of the oldest and largest Bicycle manufacturers in the world, and is unequaled for perfect workmanship and finish. It is perfection of its kind in style, material, workmanship, and careful attention to details. These points, together with the patented improvements, make the Rudge Light Roadster the most desirable Bicycle on this or any other market for those who want a Bicycle of the very latest pattern and best quality.

#### Testimonials, Extracts from Letters, Remarks, Etc.

We clip the following from among the opinions of the American wheel press regarding this machine:-

Among the foremost of the manufacturers of bicycles and tricycles in England, stands the great firm of Rudge & Co., of Coventry, England,

the center of the bicycle industry.

Their vast works cover quite an extensive territory, giving employment to over seven hundred workmen, and Messrs. Rudge & Co. claim the title of being the largest manufacturers of bicycles and tricycles in the world.—The Springfield Wheelmen's Gazette.

It has been the aim and intention of Messrs. STODDARD, LOVERING & Co., to place a light, rigid machine on the American market that will stand and make a name for itself. So far the Rudge has exceeded their most sanguine expectations, and although several machines built of poorer material (resembling the Rudge in some points) have appeared on the market, the Rudge still maintains its enviable reputation, and its agents are to be congratulated on its increasing success and popularity.—Bicycling

It is a curious fact that since the introduction of the Rudge in this country, its agents here have found that the demand has been mostly for the larger sizes of the machine, ranging from fifty-threes to sixty-twos, showing that they were to be ridden by the older and more experienced riders, as well as by the younger men.—The Wheel.

In England the record of the Rudge on the road and path is unparalleled, and it is rare that any important meet occurs that a Rudge does not come to the front, to the glory of its rider, and, from present appearances, it certainly looks as though it would surpass its previous records, and even outdo itself in this country.—The Western Cyclist.

The policy of Messrs. Rudge & Co. has always been to give the best value for the money, and although in some cases their machines have been somewhat higher in price than others, they have always found that it paid to build the best, and as the English riders fully realize that a cheap machine is always dear at any price, they have had no hesitation in paying a trifle more and getting the best article that can be made.—Amateur Athlete.

#### Opinions of the RUDGE LIGHT ROADSTER from some of our foremost riders:

CANANDAIGUA, N. Y., December 23, 1884.

MESSRS. STODDARD, LOVERING & Co., Boston, Mass

Messrs. Stoddard, Lovering & Co., Boston, Mass.

Gentlemen:—As to my opinion of the Rudge Light Roadster, I am pleased to state that I continue to use it, having ridden the same for six months. It has proved itself all that I could wish in a wheel. I like it much better than the British Challenge, Sanspareil or Expert, which are the only ones I have owned and ridden.

Yours truly,

A. G. COLEMAN.

ORANGE, N. J., December 1, 1884.

MESSRS. STODDARD, LOVERING & Co., Boston, Mass.

Gentlemen:—As you must infer from the large sales in our district, the Light Rudge is fast superseding all other machines for expert use. lightness, rigidity and strength under severe handling are unexcelled, while the attachment of bearing to fork, and the Clement hollow rim alone place it in the vanguard of the highest class bicycles extant.

Yours truly,

LLEWELLYN H. JOHNSON, President Orange Wanderers.

Louisville, Ky., December 29, 1884.

MESSRS. STODDARD, LOVERING & Co., Boston, Mass.

Gentlemen:—It is with much pleasure that I testify to the excellent workmanship and durability of the 53-inch Rudge Roadster you shipped me in May. During my experience as a cyclist I have owned and ridden six different machines, and can say without hesitation that the 53-inch Rudge Roadster is the only machine of the six which gives me entire satisfaction.

Yours very truly,

PRINCE WELLS, Captain Louisville Wheel Club.

OVID, MICH., December 19, 1884.

OVID, MICH., December 19, 1884.

Messrs. Stoddard, Lovering & Co., Boston, Mass.

Gentlemen:—I think the Rudge Light Roadster the finest machine I ever saw, and further that it will stand our rough Michigan roads fully as well as other machines weighing 15 pounds more, and at the same time is as light a machine for our western tracks as is practical. I won twenty-ove first prizes on the 56-inch machine I had of you last May, and since it tassed from my hands it has won four firsts for its present owner. It wook two firsts on one occasion when borrowed by Mr. Warner of mington, and one record by Mr. Aranour of Desplain, making a record for the machine from May 13, to Sept. 10, of twenty-seven firsts and one second. Nearly if not all of Michigan cracks will ride the Rudge Light Roadster next season.

Yours very truly,

WILL C. Marvin, ½ and I mile Champion of Michigan.

I have not lost a single race this season, and at the first quarter always

I have not lost a single race this season, and at the first quarter always hold the lead by from 10 to 20 feet, which I attribute to the great rigidity of the wheel and bars.

NEW HAVEN, CT., December 23, 1884.

MESSRS. STODDARD, LOVERING & Co., Boston, Mass.

Gentlemen:—I have ridden my 54-inch Rudge Light Roadster over every kind of road and find it a complete roadster. I would recommend it to all riders wishing a wheel for road use. I remain,

Yours very truly,

GEO. M. HENDEE.

Boston, Mass., January 7, 1884.

Messrs. Stoddard, Lovering & Co., Boston, Mass., January 7, 1884.

Gentlemen:—During the past season I used eleven different kinds of bicycles for the purpose of finding the one that would best carry my 140 pounds' weight over all kinds of roads. Among these was the Rudge Light Roadster, on which I rode almost 2,000 miles during the season, and the fact that I was riding a machine of that make but of another size during the season, is evidence of my opinion concerning its merits.

Yours very truly,

Dr. W. G. Kendall.

DR. W. G. KENDALL.

PORTSMOUTH, N. H., January I, 1885.

MESSRS. STODDARD, LOVERING & Co., Boston, Mass.

Gentlemen:—I rode my 54-inch Rudge Light Roadster over 3,000 miles during the season of 1884, and to-day it is as rigid and apparently is in as good order, except the tires, as when I purchased it. I have not expended one cent for repairs. Have used it almost daily on all kinds of roads, including a trip to the Kennebec, and its light weight has been a great comfort in comparison with the heavy wheels I used from 1878 to Respectfully yours,

C. A. HAZLETT.

CLEVELAND, OHIO, December 17, 1884.

MESSRS. STODDARD, LOVERING & Co., Boston, Mass.

Gentlemen:—After having ridden a heavy fifty-pound machine for a year it was with considerable trepidation that I mounted the 38-pound, 55-inch Rudge Light Roadster which you had made for me last spring, but I had not ridden it an hour when all my fears on riding when a light reaching regions and a gave place to a feeling of considerable with reaching regions. sidered such a light machine, vanished, and gave place to a feeling of confidence and security, and I was able to ride with a feeling of ease and freedom which I had not experienced on the heavy machine which I had

been riding.
Since that time I have ridden over two thousand miles on the machine over all kinds of roads, principally rough ones, and have as yet no cause for the slightest complaint; on the contrary, my liking for the machine has increased so much that I would ride no other, and if I ever change it will be for one just like it.

Respectfully yours,

CHAS. H. POTTER.

Sole United States Agents,

# STODDARD, LOVERING & CO.

#### THE AMERICAN RUDGE.

THE ONLY High-Grade Bicycle LISTED AT

A LOW PRICE!



THE ONLY High-Grade Bicycle LISTED AT

A LOW PRICE!

Price, 50-inch, \$107.50.

Backbone, forks, felloes, and spokes are finished in Harrington's Enamel; all other parts, including pedals and tools, are heavily nickeled. Each rise of 2 inches in size will be \$2.50 extra. Nickeled, except wheels, \$12.50 extra. Ball Pedals, nickeled, \$7.00. Handy Tool Bag, \$1.00.

#### SPECIFICATIONS.

The Bearings are Rudge's unequaled ball bearings to both wheels, precisely like those on the Rudge Light Roadster.

The Hubs are of gun metal, well recessed to admit of as narrow a

tread as possible.

The Spokes are direct, 80 to front wheel and 20 to rear. The great number of these gives the wheel immense strength, making it almost im-

The Felloes are of steel, crescent shaped, especially designed to re-

sist lateral strain or buckling.

The Tires are round, 7-8 full to front, 3-4 ditto to rear. The quality of the rubber is the same as on the Rudge Light Roadster, and they are made especially for all-round touring.

The Backbone is round, of cold-drawn weldless steel tubing, 1 3-8 inch in diameter, carefully shaped and following the curve of the wheel in

a very graceful manner.

The Forks are elliptical in shape, hollow to the front wheel, and

solid to the rear.

The Head is the long center Humber pattern, similar to the Andrews, fitted with a dust shield.

The Spring is flat, broad and elastic, similar to the Rudge Light

The Saddle is Lamplugh & Brown's, or Brooks' celebrated Long Dis-

The Handle-Bar is exactly the same shape as that of the Rudge Light Roadster, being solid instead of hollow.

The Handles are horn, of large size.

The Pedals are horn, of large size.

The Pedals are heavily nickeled parallel pedals fitted with Hancock non-slipping rubbers. These are constructed with a parallel pin running and bearing the entire length of the pedal, so that plenty of wearing surface is given for distributing the weight and holding the lubricant. These are perfectly made and properly hardened, and are not only with about as little friction as ball pedals, but will out-last the cone and are far superior to them. superior to them.

The great popularity attained by this machine during the last two years, together with the large number we have sold, convinces us that the American Rudge has filled a want long felt by a large class of American riders, namely, a first-class, thoroughly reliable, easy running, and carefully built all round roadster at a low price, and we can unhesitatingly say that there is no other low-priced machine on either the English or American market that

will compare with it either in quality, workmanship, or finish.

Purchasers will please bear in mind that this wheel is built from the very best stock to be obtained, and that it is not a second-class machine in any sense of the word. It is in a great many respects similar to the Rudge Light Roadster, the only points of difference being: the zoheels, where we have gun-metal hubs, direct spokes, and crescent felloes, instead of steel hubs, tangential spokes, and hollow felloes; the rear fork, being solid instead of semi-tubular; the pedals, which are parallel nickeled instead of ball; the handle-bar, being curved solid instead of hollow; the step, being Harwood's safety nother parallel nickeled instead of the adjustable. pattern attached to the machine instead of the adjustable.

pattern attached to the machine instead of the adjustable.

Having our own house in Bradford, England, which brings us into direct communication with Messrs. Rudge & Co., we are enabled, by placing large orders, to handle this wheel on a very small margin, and it is especially intended to reach that large number of wheelmen who want a first-class article but who cannot pay a high price. In fact, many of our customers have written unsolicited testimonials saying that they preferred the American Rudge to other wheels costing from \$20.00 to \$25.00 more, and it will be very difficult for any one to show us a machine equal to it at \$15.00 above our list.

Before buying a second-hand machine, consider whether it is not better to add a few more dollars and order a New American Rudge. You will then have a machine that you will be proud to own, and that you can dispose of at any time at a much smaller shrinkage than if you had bought a second-hand wheel. Very few second-hand machines are sound; they usually have something "out" about them.

Sole United States Agents,

# STODDARD, LOVERING & CO.

#### Testimonials, Extracts from Letters, Remarks, Etc.

We print below a few of the numerous letters received concerning the AMERICAN RUDGE:-

LIMA, N. Y., January 2, 1885.

MESSRS. STODDARD, LOVERING & Co., Boston, Mass.

Gentlemen:—I purchased an American Rudge (latest pattern) of your agent, Dr. A. G. Coleman, last spring. I was very much pleased with it, and I think it is the best wheel for the price made, and I think it is as strong and durable as any American wheel.

Yours truly,

W. D. METCALF.

Boston, Mass., January 12, 1885.

MESSRS. STODDARD, LOVERING & Co., Boston, Mass.

Gentlemen:—In the spring of 1883 I received my 52-inch American Rudge. Since then I have ridden it 2,500 miles over some of the roughest roads in Eastern Mass., and have never had to expend one cent for repairs. I sincerely recommend it to all my fellow wheelmen.

Yours respectfully,

JOHN W. BYERS.

WEST PARIS, ME., January 13, 1885.

Messrs. Stoddard, Lovering & Co., Boston, Mass.

Gentlemen:—I purchased of you last season an American Rudge BICYCLE, and it gives me pleasure to state that I am perfectly satisfied with it in every respect, and could I not obtain another like it, would not sell this one for twice what it cost me.

Yours respectfully,

LEWIS B. ANDREWS.

Buffalo, N. Y., January 5, 1885.

MESSRS. STODDARD, LOVERING & Co., Boston, Mass.

Gentlemen:—After using one of your American Rudges, 52-inch, for one year (it also being the first one of the kind in Buffalo), I wish to compliment you on having the best medium priced wheels in the market. I have given the wheel several severe tests with other makers' wheels and it has always given boss satisfaction.

For its style and appearance, strength and mechanical construction in all its parts, particularly the *Rudge Ball Bearings*, I consider it a very fine wheel.

Yours truly,

JAMES H. ADDINGTON.

Wappinger's Falls, N. Y., December 18, 1884. Messrs. Stoddard, Lovering & Co., Boston, Mass.

Gentlemen:—The 52-inch American Rudge that I received from you last summer has far exceeded my expectations as to the finish, material and workmanship. I have ridden most of the principal makes of bicycles, but I think the American Rudge, for the price, is the best machine I know of, and I would rather have it than some others that cost from \$10 to \$20 more.

All of my friends admire it, and everyone that I have lent it to, remarks, "How stanch it is." Hoping always to see the Rudge to the front, as it has been lately, I remain,

Yours fraternally,

HARRY H. BROWN.

Lockport, N. Y., December 19, 1884.

Messrs. Stoddard, Lovering & Co., Boston, Mass.

Gentlemen:—I think the American Rudge is the most popular medium priced bicycle sold in these parts. Have talked with the fellows using this mount, and all are loud in their praise of it. Think I have never had to send to you for repairs about any of your machines. It takes at first sight, which is due to the finish, fitting, and ease of running. I have ridden almost every popular make of bicycles at some time or other (size 54), and I have never "kicked" a smoother running machine; in fact, to sum up, a rider said the other day, "A finer machine isn't made," referring to the Rudge machine. For wear, the American Rudge is putting several high priced machines in the shade.

C. A. WARD.

HARTFORD, CT., December 20, 1884.

Messrs. Stoddard, Lovering & Co., Boston, Mass.

Gentlemen:—After several months' practical experience with the American Rudge, I take pleasure in recommending it as a thoroughly reliable first-class roadster. While learning to ride upon my present machine it necessarily received some very rough usage, but no vital part gave out, and it has cost nothing whatever for repairs as yet. It appears to be constructed of the very best material, which, considering its moderate price, is perhaps the strongest point in its favor. At the same time it is not heavy and it is very rigid, and I think in many ways superior to many wheels which are sold at a much higher price. Very truly yours,

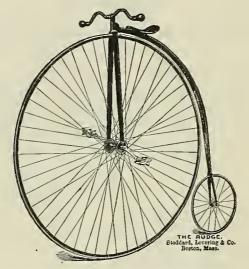
HENRY GOODMAN.

Sole United States Agents,

# STODDARD, LOVERING & CO.

#### THE RUDGE RACER.

WEIGHT, 53-INCH RUDGE. 22 POUNDS.



WORLD'S

RECORD. &

2 MIN. 39 SEC.

Price, 50-inch, \$140.00.

Enameled and nickeled. Extras same as RUDGE LIGHT ROADSTER.

#### SPECIFICATIONS.

The Bearings are Rudge's unequaled racing ball, made of the very finest steel, being constructed especially for racing purposes. In size they are somewhat smaller than those used on the ROADSTER.

The Hubs are very small, of a peculiar pattern. These are also made of the finest steel, recessed to admit of a very narrow tread, and pierced

with small holes for the tangential spokes.

The Spokes are tangential, exactly like those on the RUDGE LIGHT ROADSTER, with the exception of being direct to the rear wheel. The wire is very much smaller and toughened especially for racing purposes, enabling

The Felloes are Clement's hollow pattern, constructed especially for racing on American tracks. These are in one piece, rolled and pressed into racing shape, and are calculated to bear ten times the strength that will ever be put upon them. We may say here that we have never had a Rudge wheel, either Roadster or Racer, buckle under its rider, which could be traced to any fault in the machine. This fact speaks volumes for

the strength and rigidity of this wheel.

The Tread. Owing to the peculiar method of attaching the spokes, together with the smallness of the hubs, the manufacturers have been enabled to build the wheel narrower than any other racing machine in the

English or American market, with no loss of strength.

The Tires are round,  $\frac{5}{8}$ -inch to front and  $\frac{1}{2}$ -inch to back. These are

designed exclusively for racing purposes.

The Backbone is round, of the finest cold drawn weldless steel tubing, 13 inch in diameter, and is somewhat lighter than that on the Rudge Light Roadster, but is very carefully shaped, following the large wheel

Light Roadster, but is very carefully shaped, following the large wheel very closely and enabling the rider to use a much larger size wheel.

The Forks are especially designed for racing, being very full, elliptical in shape, and made particularly strong to withstand any side strain.

The Head is the long-center Humber pattern, without the dust shield. The Saddle is Brooks's racing saddle, and is fitted on to the backbone. which brings the rider closer down to his work. This has a small flap projecting on each side that entirely protects the rider from any chafing.

The Handle-Bar is cow-horn in shape, hollow, and made of one piece of steel tubing, gracefully curved down at each end about an inch and a half.

The Handles are of large size horn. These are particularly adapted for racing purposes.

for racing purposes.

The Cranks are fixed, as in all racing machines, and admit the change of pedals from 4-inch to 5\frac{1}{4}-inch throw.

The Pedals are Rudge's racing rat-trap ball pedals, very strong and

remarkably easy-running.

The step, brake, leg-guard, and saddle spring are omitted.

The Rudge Racer is so well and favorably known among both English and American riders and racing men that we need not dwell at any great length on its merits. It is sufficient to say that it unquestionably holds the premier position, not only in England, France, Germany, Spain, and Australia, but in the United States as well. Its success for the past year in this country is unparalleled, and it will be a long time before the times, records, and distances made on the Rudge will be equaled. In support of this we call attention to the fact that the Rudge Racer holds a record in the United States for every distance from 4 mile to 50 miles, inclusive. No better proof of its strength, speed, ease of running, and popularity could be desired.

Among the riders of the Rudge Racer are nearly if not all the fastest racing men of the day, and the number of riders using this celebrated racing machine exceeds the total of all the other makes.

Sole United States Agents,

# STODDARD, LOVERING & CO.

#### THE RUDGE RACER.

The following are a few of the Races won on this Machine during the season of 1884. Many others have also been won in ENGLAND, IRELAND, FRANCE, GERMANY, ITALY, SPAIN, and AUSTRALIA, but our space is too limited to print them all.

#### A Few Races in the United States won on RUDGE Machines.

Sept. 9, 1884,	I-mile Scratch Race, Hartford, Ct., in 2 minutes 39 sec-	Sept. 18, 1884, 10-mile Record Race, Springfield, Mass.
	onds, the fastest time on record in the world for one	Sept. 18, 1884, 1-mile Scratch Race, Springfield, Mass.,—1st, 2d, and 3d.
	mile, by Sanders Sellers.	Sept. 19, 1884, 5-mile Scratch Race, Springfield, Mass.
Sept. 9, 1884,	5-mile Scratch Race, Hartford, Ct.	Sept. 19, 1884, 1-mile Scratch Race, Springfield, Mass.
Sept. 9, 1884,	10-mile Scratch Race, Hartford, Ct.	Sept. 19, 1884, 3-mile Scratch Race, Springfield, Mass.,—1st and 2d.
Sept. 16, 1884,	10-mile Scratch Race, Springfield, Mass.,—1st, 2d, and 3d.	Sept. 24, 1884, I-mile Scratch Race, Hamilton Park, New Haven, Ct.
Sept. 17, 1884,	2-mile Scratch Race, Springfield, Mass.	Sept. 24, 1884, 2-mile Scratch Race, Hamilton Park, New Haven, Ct.
Sept. 17, 1884,	3-mile Scratch Race, Springfield, Mass.	Sept. 24, 1884, 1-mile Scratch Race, Hamilton Park, New Haven, Ct.
Sept. 17, 1884,	½-mile Scratch Race, Springfield, Mass.	Sept. 24, 1884, 1-mile Scratch Race, Hamilton Park, New Haven, Ct.
Sept. 18, 1884,	1-mile Scratch Race, Springfield, Mass.	Sept. 24, 1884, 10-mile Scratch Race, Hamilton Park, New Haven, Ct.
Sept. 18, 1884,	5-mile Scratch Race, Springfield, Mass.	

# Races Won by R. Howell, Professional Champion Bicyclist of the World, on RUDGE Machines in 1884.

	on Redel mae	mines in 1004.
April	12, 1884, 20-mile Championship of the World, Belgrave Road, Lei-	June 21, 1884, 20-mile Championship of the World, Belgrave Road, Lei-
April 1	cester, England.  14, 1884, 10-mile Championship of the World, Aylestone Road, Leicester, England.	Gester, England.  July 26, 1884, 3 miles against the Trotting Horse "Jolly," Belgrave Road, Leicester, England.
April 1	6, 1884, 1-mile Championship of the World, Molineux, Wolver-	Aug. 2, 1884, 20-mile Championship of the World, Belgrave Road, Lei-
May 3	hampton, England. 31, 1884, 25-mile Championship of the World, Aylestone Road, Lei-	cester, England. Aug. 4, 1884, 10-mile Championship of the World, Aylestone Road, Lei-
June	cester, England. 4, 1884, 1-mile Championship of the World, Molineux, Wolver-	cester, England. Aug. 16, 1884, 1-mile Championship of the World, Molineux, Wolver-
	hampton, England.	hampton, England.

#### Howell's Races in the United States won on a RUDGE Bicycle.

Sept. 16, 1884, 3-mile Handicap Race, Springfield, Mass. Sept. 17, 1884, 10-mile Scratch Race, Springfield, Mass. Sept. 18, 1884, 3-mile Record Race, Springfield, Mass.	Sept. 19, 1884,	5-mile Scratch Race, Springfield, Mass. 5-mile Scratch Race, Springfield, Mass. 5-mile Record Race, Springfield, Mass.
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#### A Few Races of the Year won on the RUDGE Bicycle.

			•
June	4, 1884,	1-mile All England Handicap, Molineux, Wolverhamp-	Aug. 5, 1884, 1-mile Scratch Race, Stoke-on-Trent, Eng.
		ton, Eng.	Aug. 9, 1884, Hermon Fifty Guinea Challenge Cup, Preston, Eng.
Tune	6, 1884,	1-mile All Comers' Handicap, Molineux, Wolverhamp-	Aug. 16, 1884, 2-mile North of England Amateur Championship, Silver
3		ton, Eng.	Challenge Cup, West Lancashire B. C. Club Sports.
Tune	28, 1884,	2-mile Fifty Guinea Challenge Shield, Preston, Eng.	Aug. 23, 1884, 2-mile Cowen Challenge Cup, Newcastle-on-Tyne, Eng.
		I-mile North'n Counties' Championship, Huddersfield, Eng.	Aug. 23, 1884, 2-mile Cowen Challenge Cup, Newton Heath, Eng.
		5-mile North'n Counties' Championship, Huddersfield, Eng.	Sept. 2, 1884, 25-mile Championship of the Isle of Wight, Ryde (Isle of
		I-mile Handicap, Douglas (Isle of Man).	Wight).
		5-mile Scratch Race, Stoke-on-Trent, Eng.	Sept. 13, 1884, 1-mile Člub Championship, Manchester, Eng.
	3,1,	,	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

#### Championship Races of Scotland won on RUDGE Machines in 1884.

May 31, 1884,	Edinburgh Amateur Bicycle Club 30-mile Championship,	June 21, 1884,	Lanarkshire Bicycle Club 10-mile Championship, run on
	run on the road; time, 1h. 45m.		the road.
June 13, 1884,	10-mile Championship of Scotland, run on the road; time,	July 1, 1884,	30-mile Tricycle Championship of Edinburgh University
J	30m. 27s. Fastest on record for road!		Cycling Club, run on the road; time, 2h. 11m.
	July 16, 1884, 25-mile Bicycle Champie	onship of Scotlar	nd, run on the path.

#### Sole United States Agents,

# STODDARD, LOVERING & CO.

#### THE RUDGE SAFETY BICYCLE.

THE FASTEST AND EASIEST RUNNING MACHINE ON THE MARKET!

SAFE

TRICYCLE.



FAST

AS A

BICYCLE.

Price, (all sizes,) \$140.00.

This includes HOLLOW RIMS, BALL PEDALS, and CRADLE SPRING.

A 36-inch RUDGE SAFETY can be used by a rider of a 50 to 53-inch Bicycle. A 38-inch RUDGE SAFETY can be used by a rider of a 53 to 56-inch Bicycle. A 40-inch RUDGE SAFETY can be used by a rider of a 57 to 60-inch Bicycle.

Our standard patterns are geared, a 36-inch machine to 56 inches. Our standard patterns are geared, a 38-inch machine to 58 inches. Our standard patterns are geared, a 40-inch machine to 60 inches.

Having long been pressed by our numcrous customers, and in order to meet the growing demand for such a machine, we have brought out the above Safety Bicycle, which for lightness and strength, combined with high-class workmanship, has no rival in the market. The Rudge Safety is, as its name implies, a bicycle combining the safety of a tricycle with the speed and case of a bicycle. In fact, it is a miniature Rudge with a hollow square bar extending from each side of the driving wheel down in a direct line to the front fork eight inches; to the lower end of these bars is attached a ball bearing, through which passes a short axle; on the end nearest the driving wheel is keyed a gear wheel having 15 teeth, and on the other end is a crank having from 5 to 6½ inch throw. The front wheel is fitted with a Hollow RIM, ½-inch tirc, and direct spokes. The hub is gun-metal, and the flanges are 3 inches in diameter; the distance between the inner side of the flange is 3 inches. The flanges are extended out ½ inch on each side of the wheel, and have a row of teeth, 9 in number, extending round them, the power being transmitted from the larger gear wheel mentioned, to the hub of the driving wheel by means of a Morgan patent endless chain, which from its peculiar construction allows more freedom and ease of motion with much less friction than any other kind. It has Rudge's ball bearings to all frictional parts, including pedals, the front wheel bearings being of a specially constructed pattern for this wheel. The front forks, head, handle-bar, brake, backbone, spring, rear fork, etc., do not differ materially from the ordinary Rudge Light Roadsters. The rear wheel is 16 inches in diameter, fitted with a ½-inch hollow rim, ½-inch round tires, and direct spokes, as well as with Rudge's ball bearings. The rake is about the same as the LIGHT ROADSTER, the safety being derived from the large proportion of the weight of the machine being placed at the lower end of the fork extension, which acts as an anchor to keep the rear wheel on

The weight of the machine, complete, including saddle and pedals, is but 37 pounds. The extreme height is 42 inches, and the length 54 inches.

It is by far the most convenient machine on the market for storage or transportation purposes, and is certainly the easiest to mount and dismount, while in propelling and steering it equals the ordinary bicycle. It is extremely neat and graceful in appearance, and is well adapted to all kinds of road

work, hill climbing, and racing.

Remember, that although the price of the Rudge Safety is a trifle higher than some other safety machines of its class, it has the decided advantage of being 10 pounds lighter, with no loss of safety, and having hollow rims and ball pedals, together with mud guard, cradle spring, and foot rests, it is not only immensely strong and remarkably easy running, but it has unquestionably the most graceful appearance of any machine of its kind; and if the riders will compare the price of this machine, with all the above improvements, with the price of other similar machines, they will see that the Rudge Safety is considerably cheaper, in the end.

Sole United States Agents,

# STODDARD, LOVERING & CO.

#### RUDGE DOUBLE DRIVER.

RIGID

AND

DURABLE.

THE RUDGE DRIVER.
Biodiand, Lovering & Co.,
Bioston, Bioston, Mass.

Price, 46-inch, \$175.00.

Axle, hubs, steering-rod, and handle fixings heavily nickeled; the rest finished in Harrington's black enamel. Hollow felloes and tangential spokes \$15.00 extra.

#### SPECIFICATIONS.

Driving wheels, 46 inches, running level; \( \frac{7}{8}\) and \( \frac{3}{4}\) inch full round tires; 60 No. 11 and 20 No. 12 direct spokes; crescent rims; long-center Humber head; rack and pinion steering; Morgan's chain; adjustable handles; lamp brackets; double-throw crank shaft, 6-inch throw; central chain driving, covered by leather guard, and Starley's patent double-driv-

LIGHT

SPEEDY.

ing gear; push lever band (5- by  $\frac{7}{8}$  inch) brake; adjustable seat rod; cradle spring; hinged foot rests; Lamplugh & Brown's, or Brooks's best long-distance tricycle saddle. Width, 39 inches. Weight, 85 pounds, complete, with bag, wrenches, and-oil-can. Rudge's unequaled ball bearings are fitted to all wheels and crank shafts.

The Rudge Double Driver Tricycle, with Starley's patent double-driving gear, possesses qualities of peculiar and special excellence, comprising all the most valuable improvements. It is so constructed that the whole weight of the rider is thrown on the driving wheels, excepting the few pounds necessary on the steering wheel; and to meet a generally-felt want the handles are made adjustable in height, and the seat or saddle is adjustable both vertically and horizontally. To prevent the possibility of tipping backwards a tubular train rod is attached to the frame; this is so arranged as to offer no obstacle to the machine being conveniently pushed by hand whenever necessary. Crank shafts are fitted throughout with Rudge's unequaled ball bearings. The wheels and pedals are ball bearings.

Nothing has been spared in the construction of this Tricycle to render it as perfect as possible. It is light, strong, and elegant in appearance; and the materials and workmanship are of the best quality. The frame is of welded steel tube; the solid parts, as axles, etc., of crucible cast-steel. All parts are manufactured by the most modern and improved machinery to standard gauges, on the interchangeable system, and are subject to a strict inspection before and after assembling.

The Rudge Double Driver is a good hill climber, a very fast runner on level ground, is furnished with a powerful brake, and can be used with either seat or saddle. Its light weight, general construction, and great safety render it a machine peculiarly adapted for ladies.

Sole United States Agents,

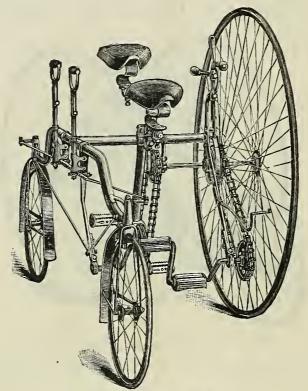
# STODDARD, LOVERING & CO.

#### THE COVENTRY ROTARY TANDEM.

The Most Popular

Easy Running Sociable

YET BUILT.



Adapted Specially

-FOR-

Lady and Gentleman.

Price, 46-inch, \$220.00.

Ball Pedals, \$15.00 extra.

Cradle Spring, \$3.75 extra.

For those who require a fast and easy hill-climbing machine, we can confidently recommend this one. The great success which has attended this machine during the past season has justly established it as being the fastest double machine in the market, the extra weight in its double form not exceeding to pounds. Extreme width, 30 inches; extreme length, 7 feet. Standard pattern is fitted with tangential spokes and hollow felloes, adjustable handles, ball bearings to all wheels, and crank shaft. All bright parts plated, and the rest enameled. It may be converted into a single machine in a few minutes. It is only 30 inches wide. It is not over half the weight of any other Sociable, and is even lighter than most single machines. It can be imported especially to order, with direct spokes to wheels, at \$15.00 less than list price; but this is not recommended, owing to the great weight on the machine when ridden as a

The following extracts give some idea of the performances and opinions of the COVENTRY ROTARY TANDEM in England:-

EXTRAORDINARY PERFORMANCE ON A RUDGE TANDEM TRICYCLE.

A RECORD PERFORMANCE.

On Saturday, M. Sinclair, of the Midlothian B. C., and D. H. Huie, Edinburgh University C. C., (having obtained permission from the Edinburgh Amateur Bicycle Club to start along with J. H. A. Laing, from scratch in the 30-mile race for the championship of the club, which is run on the Edinburgh and Glasgow road, from the thirty-first milestone to Coltbridge, one mile from Edinburgh,) started on getting the signal and succeeded in establishing a record for a tandem tricycle, doing the 30 miles in th. 48m. 49s.; or an average of 3m. 37s. per mile. The machine ridden was a RUDGE COVENTRY ROTARY TANDEM ROADSTER geared to 62 inches. The road from Clarkstone to Bathgate, a distance of fifteen miles, was covered with loose stones and large patches of metal.

8 NORTH MARINE ROAD, SCARBORO', Eng., October 16, 1884.

MESSRS. D. RUDGE & CO., COVENTRY ROTARY TANDEM that you sent me has been running all the summer, and is now in as good condition as when received. I consider the Rudge Tandem the best in the market, its two-track property being a great acquisition upon all roads, especially bad ones; its perfect steering is another essential point, and the ease with which it runs is surprising. My wife is not a good walker, and a mile or two fatigues her, but she can take a round of 15 or 20 miles without feeling tired. I use the machine (double

upon all club runs, and all that is necessary upon level ground is for each rider to propel with one foot only, and at any time a spurt is required we are not behind the bicycles. The brake power is very good, as the machine can be brought to a stand-still on any bill. I ride a Humber make also, but give the preference to the ROTARY TANDEM. I shall be glad to answer any inquiries from your customers.

I am, yours truly,

J. H. HACKETT, C. T. C.

Capt. Scarboro' Cycling Club.

RUGBY TERRACE, BELFAST, OCIODEI 23, 1004.

MESSRS. D. RUDGE & Co., Coventry, Eng.

Gentlemen:—I have much pleasure in testifying to the RUDGE TANDEM TRICYCLE I got from you last March as being the most perfect machine I bave ever used. It is a very comfortable seat for lady and gentleman, easily propelled, and has all the strength required to carry two persons; and no section is so heavy as to give unnecessary weight. I have been under treatment of eminent medical men, both here and in England, and am bappy to say I have derived more benefit from using your tricycle than any other treatment. I consider it invaluable to any person seeking renewed life and strength.

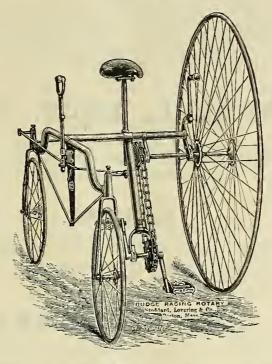
Yours respectfully,

CHARLES HARDEN.

Sole United States Agents,

# STODDARD, LOVERING & CO.

RUDGE'S RACING ROTARY.



As ridden by the winner of the 50-mile Amateur Championship of England, on which was accomplished the remarkable feat of riding the 50 miles in 3h. 47m. 40s., beating all previous records by 34m. 20s. Also ridden by the Champion of France. All Records (both on the road and path), from 1 mile to 50 miles, have been accomplished on this wonderful machine.

Price, \$180.00.

This machine is fitted with hollow rims, patent tangent wheels, and ball bearings to all frictional parts, including pedals. Extreme width, 30 inches; extreme length, 7 feet. Weight, 45 pounds.

The Following Records, from 1 Mile to 50 Miles, have been accomplished on the COVENTRY ROTARY.

MILÉS.	H. M. S.	MILES.	H. M. S.	MILES.	H. M. S.	MILES.	H. M. S.	MILES.	H. M. S.
I	3 05	11	37 44	21	1 19 26	31	2 00 23	41	2 40 58
2	6 27	12	42 36	22	I 23 42	32	2 03 47	42	2 44 30
3 .	9 45	13	46 40	23	1 28 03	33	$2 \ 07 \ 23\frac{1}{2}$	43	2 47 151
4	13 03	14	50 37½	24	1 32 14	34	2 II $34\frac{1}{2}$	44	2 51 57
5	16 19	15	54 46½ ~	25	1 <u>3</u> 6 03	35	2 15 56	45	2 56 20
6	19 35	16	58 48 ►	26	1 40 20	36	2 20 21	46	3 00 37
7	22 54	17	I 02 53	27	1 44 06	37	$2 \ 24 \ 48\frac{1}{2}$	47	3 05 03
8	26 09	18	1 07 061	28	I 47 59	38	2 28 33	48	3 09 40
9	29 23	19	1 11 16	29	1 52 05	39	$2\ 32\ 14\frac{1}{2}$	49	3 14 03\frac{1}{2}
10	$3^2 \ 33^{\frac{3}{5}}$	20	I I5 24	30	1 56 19	40	2 36 30	50	3 18 27

Sole United States Agents,

# STODDARD, LOVERING & CO.

## DEPARTMENT OF SUNDRIES.

Having obtained the sole control of the principal English manufactures of sundries, we invite your inspection to the following list of accessories which we are prepared to place on the American market in large quantities, and on which we would be pleased to quote, if desired. Our stock has been personally selected with a view to meeting every want of the cyclist, and agents would find it to their advantage to consult our list and send for quotatious before laying in their stock. We have our own house in Bradford, Eng., and dealers can depend on obtaining not only the best, but the very latest useful novelties of the day.

#### SADDLES, BAGS, ETC.

We have the sole United States Agency of Messrs. J. B. Brooks & Co. and Messrs. Lamplugh & Brown, of Birmingham, Eng., whose goods stand unrivaled for quality, neatness, and durability. They are not only the makers of the famous Lever Tension Bicycle and Tricycle Saddles, which are the acme of comfort and ease, but manufacture a large variety of Bags, both for tools and luggage, that are indispensable for cycling purposes.

#### LAMPS.

We are the sole United States representatives for Messrs. Joseph Lucas & Sons, of *Birmingham*, *Eng*. They are the manufacturers of the well known "King of the Road" Bicycle and Tricycle Hub and Head Lamps, and it is safe to say that Messrs. Lucas & Sons' goods, which are known all over the world, have obtained a reputation that is second to none.

#### LIQUID ENAMEL.

As Enamel is the general finish of both Bicycles and Tricycles, we have obtained the sole control of Messrs. J. Ardill & Co.'s celebrated Liquid Enamel, which will meet a long felt want among cyclists. It is unequaled for touching up or entirely re-enameling Bicycles and Tricycles, or any article, when a brilliant polish is required without labor. It becomes as hard as marble. Dries instantly without stickiness or unpleasant SMELL, and produces a JET BLACK enamel surface in one operation. It is thoroughly impervious to wet, cold, or heat, and is not liable to chip off nor crack. Oil will not affect it after it is applied. The marvelous rapidity with which it dries, the rich, smooth, black surface, the unequaled and lasting brilliancy, and the total absence of all stickiness or unpleasant smell, leaves this celebrated enamel absolutely without a rival in the market.

#### CEMENT.

We invite your attention to LOUDON's celebrated Cement, of which we are the sole agents for this country. His famous TIRE CEMENT is used by all the largest manufacturers both in *England* and *America*, and although many attempts have been made to obtain the secret of its composition, and manufacture a similar article, they have been unsuccessful, and the name of Loudon stands pre-cminent as the manufacturer of his celebrated Cement. He has recently begun to manufacture a peculiar kind of Cement for *mending Tire cuts*, etc., and from recent severe tests, it promises to be all that can be desired.

Special Quotations on Large Orders Given at Importing Prices.

Sole United States Agents,

# STODDARD, LOVERING & CO.

#### ARDILL'S

# LIQUID ENAMEL!

PRICE: - 75 CENTS PER BOTTLE,

INCLUDING BRUSH.

Twelve Cents Extra for Postage Must be Sent with Each Order.

#### ANY ONE CAN APPLY IT!

The marvelous rapidity with which it dries, the rich, smooth, black surface, the unequaled lasting brilliancy, and the total absence of all stickiness or unpleasant smell, leave this celebrated Enamel ABSOLUTELY without a rival in the market.

#### DIRECTIONS:

Let the article to be enameled be THOROUGHLY CLEANED; then apply the Enamel evenly and smoothly with the brush. It will be hard and dry almost as soon as applied.

If the Enamel gets too thick, thin it with a little Methylated Spirits. To keep the brush clean, always wipe it after using, and wash it with soap and water.

The Enamel may be used with success upon a very great variety of articles. The following are a few: BICYCLES, TRICYCLES, STOVES, GRATES, FENDERS, MACHINERY, and All Kinds of METAL WORK; PICTURE FRAMES, CHAIRS, CABINETS, TABLES, BRACKETS, ARTISTIC WORK; TURNED, CARVED, and FRETWORK ARTICLES, SHOW CASES, and All Kinds of WOOD WORK; TERRA COTTA, EARTHENWARE, FLOWER VASES, LEATHER, CARDBOARD, PAPER, STRAW, WICKER WORK, Etc., Etc., Etc.

Sole United States Agents,

# STODDARD, LOVERING & CO.

# WHEELMEN, ATTENTION!

24 OUT OF 29 RACES WON ON THE

# -RUDGE,-

AT SPRINGFIELD, SEPTEMBER 16, 17, 18, and 19, 1884.

RIDERS

#### RUDGE RACER:

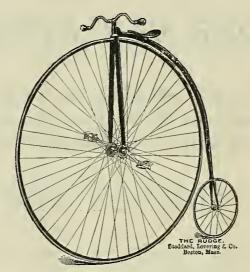
RICHARD HOWELL.

W. M. WOODSIDE.

JOHN BROOKS.

SANDERS SELLERS.

WILLIAM WAIT.



RIDERS

#### RUDGE RACER:

GEO. M. HENDEE.
ASA DOLPH.

L. B. HAMILTON.

ELIOT NORTON.

C. H. PARSONS.

#### The following American Records for 1884 were made on the Rudge Racer:

DISTANCE.	TIME.	NAME.	DISTANCE.	TIME.	NAME.
1-4 Mile,	.38	G. M. HENDEE.	1-2 Mile,	1.21	R. HOWELL.
1-2 Mile,	1.18 <sup>1</sup> / <sub>3</sub>	S. SELLERS.	3-4 Mile,	1.59 <sup>2/3</sup>	R. HOWELL.
3-4 Mile,	1.59	G. M. HENDEE.	2 Miles,	5.45 <sup>3</sup> / <sub>5</sub>	W. M. WOODSIDE.
1 Mile,	2.39	S. SELLERS.	3 Miles,	$8.36\frac{2}{5}$	R. HOWELL.
4 Miles,	11.55 ੰੂ	L. B. HAMILTON.	4 Miles,	12.113	R. HOWELL.
6 Miles,	18.50	L. B. HAMILTON.	5 Miles,	15.02∄	R. HOWELL.
7 Miles,	21.57	L. B. HAMILTON.	6 Miles,	18.24 <sup>4</sup>	W. M. WOODSIDE.
8 Miles,	24.45	JOHN BROOKS.	7 Miles,	21.17 <sup>2</sup> / <sub>5</sub>	W. M. WOODSIDE.
9 Miles,	28.06 <sup>2</sup>	JOHN BROOKS.	8 Miles,	24.213	W. M. WOODSIDE.
10 Miles,	31.043	S. SELLERS.	9 Miles,	<b>27.21</b> <sup>3</sup> / <sub>3</sub>	W. M. WOODSIDE.
			10 Miles,	$30.07\frac{1}{3}$	R. HOWELL.

Also all Records from 11 to 50 Miles, inclusive, by W. M. WOODSIDE.

The Championships of England, France, Germany, America, Australia, and Spain have all been won on this machine.

# STODDARD, LOVERING & CO., BOSTON, MASS.

Sole United States Agents.

Headquarters for CHICAGO, Headquarters for MINNEAPOLIS, S. F. HEATH & CO Headquarters for Indiana Headquarters for MICHIGAN THE JOHN WILKINSON CO C. F. SMITH, INDIANAPOLIS W. C. MARVIN, OVID

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G. R. BIDWELL & CO. GEO. D. GIDEON.
BULL & HAYNES.
DAVIS & HUNT.

Sole United States Agents,

# STODDARD, LOVERING & CO.

## → WANTED! ※

An Agent in Every City and Town in the United States to Canvass for Subscribers to the

#### SPRINGFIELD WHEELMEN'S GAZETTE,

TO WHOM WE OFFER

#### - VALUABLE \* PREMIUMS.

The Premiums named below will be given to any one sending us the required number of subscribers at 50 eents each for one year.

	Value of Premium.	Number of Subscribers
VEST-POCKET PISTOL,	\$1.00	4
THE PERFECTION HEATER,	1.00	4
THE BUFFALO TOOL BAG,	2.00	
BUTCHER AUTOMATIC BICYCLE ALARM,	2.00	8
GEM PISTOL,	2.00	9
SINGLE-SHOT PISTOL,	2.50	- 11
THE PERFECTION BELL,	3.00	12
WATERBURY WATCH,	3.50	12
AMERICAN SADDLE,	4.00	15
PERFECT HYGIENIC SADDLE,		20
BULL & HAYNES' LONG-DISTANCE SADDLE,	4.00	22
THE SPALDING CYCLOMETER,		24
8-Inch Barrel OLD MODEL RIFLE,		27
IO-Inch Barrel BICYCLE RIFLE,	10.00	42
BUTCHER CYCLOMETER,	12.25	47
12-Inch Barrel BICYCLE RIFLE,	13.25	49
15-Inch Barrel BICYCLE RIFLE,	15.00	59
18-Inch Barrel BICYCLE RIFLE,	16.50	67

The above Rifles are manufactured by J. STEVENS & CO., and for excellent work-manship and accuracy in shooting cannot be excelled.

#### A BICYCLE FREE!

To the person sending us the largest list of subscribers (not less than 200 names) at 50 cents each, we will present FREE any standard finish Bicycle advertised in THE GAZETTE.

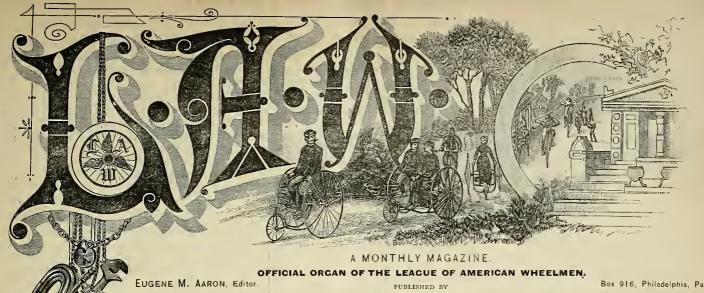
This Offer will close May 1, 1885.

To those who prefer, we will pay a Cash Commission. Terms made known upon application.

Any wheelman can readily secure one of the above Premiums. A few evenings will suffice to secure twenty-five or fifty subscribers. Nearly a whole Club have been secured in one evening.

ONLY 50 CENTS PER YEAR.

THE SPRINGFIELD WHEELMEN'S GAZETTE,
SPRINGFIELD, MASS., U. S. A.



THE SPRINGFIELD WHEELMEN'S GAZETTE, SPRINGFIELD, MASS., U. S. A.

CIRCULATION.—In addition to the regular list of subscribers, the GAZETTE is mailed regularly to all members of the L. A. W., whose subscription is add to by the League.

SUBSCRIPTION.—The price of the GAZETTE to non-members of the L. A. W., is fifty cents per year.

Vol. II.

#### SPRINGFIELD, MASS., MARCH, 1885.

No. 11.

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Recording Secretary: E. M. AARON, P. O. Box 916, Philadelphia, Pa. Editor of Gazette: E. M. AARON, P. O. Box 916, Philadelphia, Pa.

#### STANDING COMMITTEES.

Membership: E. F. Hill, Chairman, P. O. Box 797, Peekskill, N. Y. C. K. Alley, P. O. Box 243, Buffalo, N. Y.

Dr. G. Carleton Brown, Elizabeth, N. J.

Racing Board: Abbot Bassett, 8 Pemberton Square, Boston, Mass. In charge of the district embracing the New England States.

Dr. N. P. Tyler, New Haven, Ct. In charge of the district embracing the States of New Jersey, Pennsylvania and Delaware.

F. A. Egan, 2 East 60th Street, New York. In charge of the district embracing New York and the States and Territories west of the Mississippi River.

Ewing L. Miller, 134 South Front Street, Philadelphia, Pa. In charge of the district embracing the Southern States east of the Mississippi River.

Fred. T. Sholes, Box 93, Cleveland, Ohio. In charge of the district embracing the States of Ohio, Indiana, Illinois, Wisconsin and

Rules and Regulations: E. M. Aaron, Chairman, P. O. Box 916, Philadelphia, Pa.

George A. Emmons, Washington, D. C.

W. I. Harris, Boston, Mass.

Rights and Privileges: A. S. Parsons, Chairman, Cambridgeport, Mass.
M. D. Currier, Lawrence, Mass.

W. H. Miller, Columbus, O.

Transportation: Burley B. Ayres, Chairman, 185 S. Hoyne Ave., Chicago, Ill.

Fred T. Sholes, Cleveland, O.

A: Trego, Baltimore, Md.

F. A. Elwell, Portland, Me.

Frank Reed, Philadelphia, Pa.

Columbus Waterhouse, San Francisco, Cal.

#### DIVISION OFFICERS.

The following list contains the names and addresses of the Secretaries and Treasurers of all the State Divisions. L. A. W. members should remember that all new names and all general correspondence belong to the Secretary of their Division, and that all renewals should go to their Treasurer.

#### DIVISION SECRETARIES.

Connecticut—Wm. H. Thomas, Box 806, New Haven.

District of Columbia—Lewis Flemer, 14th & P. Streets, Washington.

Illinois—B. B. Ayres, 185 South Hoyne Ave., Chicago. Indiana—C. F. Smith, 59 So. Illinois Ave., Indianapolis.

Iowa—Chas. S. Denman, Des Moines.

Kentucky-A. S. Dietzman, P. O. Box 17, Louisville.

Maryland—W. S. Bayley, 366 North Ave., Baltimore.

Massachusetts-W. I. Harris, Box 1825, Boston.

Michigan-W. C. Marvin, Box 546, Ovid.

Minnesota—Fred S. Bryant, 162 E. 3d St., Saint Paul.

New Hampshire-E. A. McQueston, 654 Elm St., Manchester.

New Jersey-Wm. J. Morrison, Box 3482, N. Y. City.

New York-Benjamin G. Sanford, Box 2425, N. Y. City.

Ohio—Paul A. Staley, Arcade Building, Springfield.

Pennsylvania-Chas. M. Miller, P. O. Box 1108, Philadelphia.

Vermont-F. E. Dubois, West Randolph.

#### DIVISION TREASURERS.

Connecticut-Wm. H. Thomas, Box 806, New Haven.

District of Columbia—Frank T. Rawlings, 1505 Pa. Ave., Washington.

Illinois—B. B. Ayres, 185 South Hoyne Ave., Chicago.

Indiana—C. F. Smith, 59 So. Illinois Ave., Indianapolis.

Iowa-A. L. Eaton, Ottumwa.

Kentucky-A. S. Dietzman, P. O. Box 17, Louisville.

Maryland-Chas. T. Stran, 16 Eastern Ave., Baltimore.

Massachusetts-F. P. Kendall, Box 555, Worcester.

Michigan-Chas. E. Gorham, First National Bank, Marshall.

Minnesota-Capt. Young, Northfield.

New Hampshire-F. S. Sargent, Nashua.

New Jersey-Wm. J. Morrison, Box 3482, N. Y. City.

New York-E. J. Wheeler, 2 Hudson Ave., Albany.

Ohio-A. M. Crothers, 13 East Main St., Springfield.

Pennsylvania-T. Howard Wright, Box 1619, Philadelphia.

Vermont-F. E. Dubois, West Randolph.

#### LEAGUE CHAMPIONS.

GEO. COLLISTER, Cleveland, Ohio, half mile.
GEO. M. HENDEE, Springfield, Mass., one mile.
B. W. HANNA, Washington, D. C., three miles.
JOHN S. BROOKS, Blossburg, Pa., ten miles.
C. F. FRAZIER, Smithville, N. J., twenty-five miles.

#### TRICYCLE.

GEO. M. HENDEE, Springfield, Mass., one mile.

#### L. A. W. EDITION

#### THE SPRINGFIELD WHEELMEN'S GAZETTE,

Containing the Official News and Correspondence of the

LEAGUE OF AMERICAN WHEELMEN.

Matters only pertaining to the L. A. W. admitted to these columns.

EUGENE M. AARON, Editor.

Box 916, Philadelphia, Pa.

SPECIAL NOTICE.—This is a sample of a proposed official monthly gazette, in which we have taken the liberty of using L. A. W. official names, in order to make the gazette complete and avoid the unnecessary correspondence on League matters which might follow and throw the legitimate business out of the proper channels.

[Editor Springfield Wheelmen's Gazette.

#### A MERITORIOUS CRITICISM.\*

We want to call attention to an article that has just appeared in the January number of the Springfield Wheelmen's Gazette, entitled "Hartford Matters, and our Correspondent's View of the L. A. W." This Hartford letter, signed "H," contains in one and one-third pages more instructive reading for League members than it has been our good fortune to meet in the same space heretofore. As is always the case, when we meet such articles, we regret that the limited room at our disposal will not allow us to copy the article entire, a state of affairs that we hope will not continue when our successor has assumed control, and which is an excellent illustration of one of the uses that a newspaper would be to the League.

From this article, for which every League member should send six cents, and, having obtained it should carefully read, we extract the following sentences:

\* \* \* "Few fair-minded wheelmen can be found, who, after full and impartial consideration, would not decide that the organization has been directly and indirectly greatly beneficial to cycling in this country, and that its maintenance merits the hearty co-operation and support of every cyclist in the land. \* \* \* I fear that none of the proposed changes in the constitution, or greater activity of the officers, or any amount of stronger defined purpose and increased consistency in general action, can avail much unless first and foremost we have a determination all round to work together fraternally, in harmony, and good fellowship for the success of the common cause. \* \* \* Most of the suggestions which have been made ostensihly with a view to improving the organization have, when sifted, been found of no practical use, and apparently made solely in the spirit of cavil and senseless fault-finding. \* \* \* We now observe some of our foremost cycling publications editorially backing correspondents who rave and roar because the GAZETTE is not a full-fledged, interesting newspaper! Quite extraordinary, in view of the fact that if the GAZETTE were such a paper it would certainly tend to greatly diminish the dissemination of their editorial intelligence. \* \* \* Another critic wants the League to publish its own GAZETTE itself, on the ground of economy! \* \* \* If the League conducted the whole business of issuing the GAZETTE weekly the annual expense for postage alone would be \$700 over and above the present total cost of publication.\* \* \* Yet another adviser wants the League notices distributed impartially to all the cycling publications. Doubtless, had he first gotten estimates from the different papers, \* \* and compared the total with the present expense incurred, he wouldn't have ventured his suggestion. \* \* \* As it is now conducted it accomplishes its purpose admirably, and I wouldn't consider it necessary to point out some of the inconsistencies of those who find fault with it, did it not serve excellently to illustrate the 'carping criticism,' pure and simple, which meets almost everything that is done in the administration of the League's affairs. If this hypercritical spirit were not encouraged by prominent cycling papers it would work little harm. Just now it is the worst obstacle in the way of the League's progress. \* \* \* The union of all American wheelmen in the cause of the wheel would give the greatest possible stimulus to rapid advancement. Such a union the L. A. W. ought to become, and to this end our brethren of the press have it in their power to contribute far more than other wheelmen. \* \* \* At present there is a certain aspect to the attitude of certain members of the press toward the League which is almost as comical as it is deplorable. They are striving vigorously for the same ultimate results to which the League's work is pledged, and at the same time doing all in their power to ridicule and weaken its efforts."

For this pithy and truthful presentment of the case, and much more of equal value, we wish to thank "H" and the editor of the Springfield Wheelmen's Gazette, who, like ourselves, would "like to see the article placed in every L. A. W. member's hands."

#### THE CONSTITUTIONAL AMENDMENT.

Corresponding Secretary Alley has furnished the following table of the vote on the "amalgamation" amendment, recently counted by him and arranged according to State Divisions:-

New York,	226	Indiana,	23
Pennsylvania,	166	Kentucky,	21
Massachusetts,	134	New Hampshire,	19
Ohio,	125	Michigan,	12
New Jersey,	95	District of Columbia,	6
Illinois,	65	Minnesota,	4
Connecticut,	бі	Non-division,	82
Maryland,	37	Not signed,	2
Vermont,	24		
Iowa,	24	Total,	1,126

Of this total 1,119 were in the affirmative, leaving but seven in the negative, undoubtedly the most unanimous vote yet cast, in this way, by the League. The size of the vote, on a subject not likely to excite local rivalry, speaks plainly of the interest that is felt in the general welfare of our organization. The comparative insignificance of the negative vote is a sign that the membership regard promptness and efficiency of greater value than offices to bestow on their favorites. With this in mind the Committee on Rules and Regulations will present to the next meeting of the Board amendments in the rules that will tend to lessen the tedious routine, now so objectionable.

#### APPLICATION FOR MEMBERSHIP L. A. W.

The following is a list of applications for membership received up to date and published in accordance with Article III., of the Constitution, which is as follows:-

"Any amateur wheelman in good standing may become a member of this League upon payment of an initiation fee of \$1.00, and approved by the Board of Officers, or a committee thereof, after the publication of his name in a list of candidates in the official gazette of the League at least two weeks previously."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their ticket to be made, as it passes through four bands before being mailed to them. After three weeks from date of publication you may look for your ticket.

It is expected, and is the duty, of all members, to examine the list of applications for their respective States and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Corresponding Secretary within two weeks from date of publication, and it will be considered confidential.

Candidates will please notice if their names and address are correct, and report any error at

CHAS. K. ALLEY, Corresponding Secretary, P. O. Box 243, Buffalo, N. Y.

#### NEW YORK DIVISION.

- T. Frith, Jr., Brooklyn Bicycle Club, 204 Cumberland St., Brooklyn. 6298 E. S. Seibert, Kings County Wheelmen, 206 Penn. St., Brooklyn, N. Y. 6299
- Robert J. Knox, Kings County Wheelmen, 274 S. 5th St., Brooklyn. 6300
- Albert T. Steiner, Addison Bicycle Club, 136 E. 78th St., New York. 6301
- Arthur B. Quick, Long Island Wheelmen, 282 Clermont Ave., Brooklyn. 6302 H. F. Donaldson, Long Island Wheelmen, 400 Classon Ave., Brooklyn.
- 6303 Rev. W. W. Davis, Long Island Wheelmen, Brooklyn. 6304
- Chas. H. Luscomb, Long Island Wheelmen, Brooklyn. 6305
- W. H. H. Warner, Long Island Wheelmen, 50 Wall St., New York. 6306
- 6307 Edmund H. Brown, Long Island Wheelmen, 94 Rodney St., Brooklyn.
- John H. Tripler, Ixion Bicycle Club, 233 E. 18th St., New York. 6308
- Samuel L. Hall, Jr., Ixion Bicycle Club, 757 Broadway, New York. 6309
- Chas. Murphy, Ixion Bicycle Club, 145 W. 10tb St., New York. 6310
- Will R. Veitch, Ixion Bicycle Club, 734 Broadway, New York. 6311
- Wm. L. Duryea, Rockland County Wheelmen, Nyack. 6312
- Albert Doetschman, Rockland County Wheelmen, Nyack.
- Bayard Hawthorn, Rockland County Wheelmen, Nyack. 6314
- Harry Sampson, Rockland County Wheelmen, Nyack. 6315
- Howard Blanvelt, Rockland County Wheelmen, Nyack. 6316
- Edward Gregory, Rockland County Wheelmen, Nyack. 6317
- Theo. M. Walcott, Rockland County Wheelmen, Nyack. 6318
- Geo. T. Cluett, Ariel Wheel Club, Poughkeepsie. 6319
- John M. Thompson, Glen Cyclers, Watkins. 6320
- J. H. Skillicorn, Albany Bicycle Club, 324 Hudson, Albany. 6333
- E. F. Darrell, Unattached, 144 E. 34th St., New York. 6321
- Henry H. Blessen, Unattached, 354 W. 58th St., New York. 6322
- Frank Masterson, Unattached, Chester. 6323
- Wm. H. Gordon, Unattached, Ellenburg. 6324
- L. W. Pratt, Albany Bicycle Club, 142 Lancaster St., Albany.

#### OHIO DIVISION.

- 6335 C. A. Tower, Unattached, Springfield.
- H. W. Webb, Unattached, Middleport.

<sup>\*</sup>From Amateur Athlete, official gazette L. A. W

#### ILLINOIS DIVISION.

- 6336 H. C. Avery, Chicago Bicycle Club, 132 La Salle St., Chicago.
- 6337 A. Herting, Chicago Bicycle Club, 57 Reaper Block, Chicago.
- 6338 E. D. Neff, Chicago Bicycle Club, Chicago.
- 6339 S. A. Ribolla, Chicago Bicycle Club, 3243 Butterfield St., Chicago.
- 6340 F. P. Ribolla, Chicago Bicycle Club, 3243 Butterfield St., Chicago.
- 6341 W. C. Ghorne, Chicago Bicycle Club, 227 Wabash Ave., Chicago.
- 6342 C. L. Van Doren, Chicago Bicycle Club, Chicago.
- 6343 Chas. P. Kerr, Peoria Bicycle Club, 103 S. Washington St., Peoria.
- 6344 Chas. H. Downing, Peoria Bicycle Club, 227 Main St., Peoria.
- 6244 Wm. E. Coe, Peoria Bicycle Club, 1711 N. Adams St., Peoria.
- 6346 B. Wilbur James, Peoria Bicycle Club, 302 Hamilton St., Peoria.
- 6347 Geo. B. Morton, Unattached, 71 Randolph St., Chicago.
- 6262 Charles A. Brown, Unattached, 68 Laffin St., Chicago.

#### MASSACHUSETTS DIVISION.

- 6325 H. E. Spear, Greenfield Wheel Club, Greenfield.
- 6326 Frank A. Elwell, Massachusetts Bicycle Club; Portland, Me.
- 6327 W. V. Gilman, Massachusetts Bicycle Club, Nashua, N. H.
- 6328 John G. Hitchcock, Massachusetts Bicycle Club, Omaha, Neb.
- 6253 Oscar Lefevre, Unattached, 1419 Tremont St., Boston.

#### NEW JERSEY DIVISION.

- 6254 Geo. Robotham, Essex Bicycle Club, 208 N. 7th St., Newark.
- 6255 Thos. H. Shivers, Camden Bicycle Club, 590 Benson St., Camden.
- 6256 John C. Turner, Plainfield Bicycle Club, Plainfield.
- 6257 Geo. Phipps, Jr., Unattached, Box 74, Englewood.

#### CONNECTICUT DIVISION.

- 6329 P. Harry Leonard, Rockville Bicycle Club, Rockville.
- 5330 Wm. J. Austin, Rockville Bicycle Club, Rockville.
- 6331 A. N. Thorpe, Unattached, 200 Exchange St., New Haven.
- 6332 Frank F. Wetherill, Unattached, Middletown.

#### PENNSYLVANIA DIVISION.

- 6258 H. H. Hosack, Unattached, West Newton.
- 6259 E. W. Coles, Unattached, West Newton.

#### MARYLAND DIVISION.

6261 J. A. Houck, Druid Cyclists, 75 E. Baltimore St., Baltimore.

#### NON-DIVISION.

- 6263 H. L. Silvor, Colorado Wheelmen, U. S. Mint, Denver, Col.
- 6264 C. C. Hopkins, Colorado Wheelmen, Denver, Col.
- 6265 F. H. Wright, Colorado Wheelmen, 354 16th St., Denver, Col.
- 6266 H. Petrie, Colorado Wheelmen, 332 Bear St., Denver, Col.
- 6267 H. C. Hayes, Colorado Wheelmen, Denver, Col.
- 6268 Charles J. Sherer, Memphis Bicycle Club, Memphis, Tenn.
- 3534 Clark H. Home, Crescent Bicycle Club, Box 356, Chattanooga, Tenn.
- 6271 Brown Ayers, New Orleans Bicycle Club, New Orleans, La.
- 6269 O. C. White, Unattached, 211 Main St., Memphis, Tenn.

#### APPOINTMENTS.

It affords me pleasure to appoint as sixth Representative for Connecticut, Mr. W. T. Williams, of Yantic, a gentleman highly recommended as an efficient worker, and one well worthy of the position.

Fraternally,

N. MALON BECKWITH, President L. A. W.

#### TRANSPORTATION.

The following is a list of transportation lines, with which arrangements have been made for the carriage of bicycles. Where no tariff is mentioned the lines carry bicycles free when accompanied by owner, and upon presentation of passage ticket. The consideration is that the bicycle goes at owner's risk of loss or damage. Some roads require bicycles to be checked same as baggage. In every case wheelmen should apply to the depot baggage-master before getting on ears, and have him mark the bicycle to destination. Dealings should be with the depot baggage-master as much as possible, and not with the train baggageman.

#### EAST OF BUFFALO AND PITTSBURGH.

Anchor Line S. S. Co. Baltimore & Ohio R. R. Buffalo, New York & Philadelphia Railway. Boston & Maine R. R., 25 cents 50 miles; 50 cents over 50 miles. Boston & Albany R R., one cent per mile. Buffalo, New York & Philadelphia R. R. Chesapeake & Ohio Railway. Credit Valley Railway. Canadian Pacific Railway. Delaware & Hudson Canal and Railroad Co. Eastern R. R., 25 cents 50 miles; 50 cents over 50 miles. Elmira, Cortland & Northern R. R. Fall Brook Coal & Railroad Co. Fall River Line (Old Colony R. R.), between New York and Boston, \$1. Grand Trunk

Railway. Lehigh Valley R. R. Maine Central R. R. Maine Coast Line of Steamers. Montrose Railway. New York, Buffalo & Pittsburgh R. R. New York Central & Hudson River R. R., 50 cents 50 miles, 1-2 cent per mile over 50 miles. New York, West Shore & Buffalo Railway. New London Northern R. R. New York, Lake Erie & Western R. R., same as N. Y. Central. Portland & Worcester R. R. Portland & Ogdensburg R. R. People's Line Steamers on Hudson River, between New York and Albany as follows: Wheel with one person, 40 cents; two persons, 50 cents; five or more, free. Pennsylvania R. R., 25 cents 50 miles; 1-2 cent over 50 miles. Philadelphia & Reading R. R., same as P. R. R. Rome, Watertown & Ogdensburg R. R. Southern Central R. R., of New York. Syracuse, Ontario & New York Railway. Tioga Railroad Company. Troy & Boston R. R. Wallkill Valley R. R.

#### WEST OF BUFFALO AND PITTSBURGH.

Alliance, Niles & Ashtabula Railway. Ashtabula & Pittsburgh R. R. Atchison, Topeka & Santa Fe R. R. Atlantic & Pacific Railway. Atlanta & Western R. R. Baltimore & Ohio R. R. Chicago & Grand Trunk Railway. Chicago, Alton & St. Louis R. R. Chicago, Burlington & Quincy R. R. Chicago & Iowa R. R. Chicago & West Michigan Railway. Chicago, Milwaukee & St. Paul Railway. Chicago & Northwestern Railway (By special permit only. Call upon or address the General Baggage Agent). Chicago, Rock Island & Pacific Railway (By special permit only. Call upon or address the General Baggage Agent). Chicago, St. Louis & Pittsburgh R. R. Chicago & Atlantic Railway. Chicago & Eastern Illinois R. R. Cleveland & Marietta R. R. Cleveland, Lorain & Wheeling R. R. Cleveland, Tuscarawas Valley & Wheeling R. R. Cleveland, Akron & Canton R. R. Cleveland & Pittsburgh R. R. Cleveland, Columbus, Cincinnati & Indianapolis Railway. Cincinnati & Muskingum Valley R. R. Cincinnati, Hamilton & Dayton R. R. Cincinnati, Indianapolis, St. Louis & Chicago Railway. Chartiers Railway. Columbus, Hocking Valley & Toledo Railway. Chesapeake & Ohio Railway. Detroit, Lansing & Northern R. R. Erie & Pittsburgh R. R. Flint & Pere Marquette Railway. Grand Trunk Railway. Grand Rapids & Indiana R. R. Illinois Central R. R. Indianapolis & St. Louis Railway. International & Great Northern Railway. Indianapolis, Bloomington & Western Railway. Indianapolis & Vincennes Railway. Jeffersonville, Madison & Indianapolis Railway. Kansas City, St. Joseph & Council Bluffs R. R. Kentucky Central R. R. Little Miami R. R. Louisville & Nashville R. R. Lake Erie & Western Railway (Excess baggage rate per 100 pounds). Lake Shore & Michigan Southern Railway. Michigan Central R. R., including Canada Southern Division. Michigan & Ohio R. R. Co. Missouri Pacific Railway. Milwaukee & Northern R. R. Missouri, Kansas & Texas Railway. New York, Chicago & St. Louis Railway ("Nickel Plate"). Northwestern Ohio Railway. New York, Pennsylvania & Ohio R. R. Northern & Northwestern Railways (Canadian). Ohio Central R. R. Ohio & Mississippi River R. R. Pennsylvania Company. Pittsburgh, Cincinnati & St. Louis Railway. Pittsburgh, Fort Wayne & Chicago Railway. Port Huron & Northwestern Railway. St. Louis, Iron Mountain & Southern Railway. St. Louis & Cairo Short Line (St. L., A. & T. H. R. R.) St. Louis & San Francisco Railway. Southern Pacific R. R. Toledo, Ann Arbor & Grand Trunk Railway. Texas Pacific Railway. Union Pacific Railway. Vandalia Line. Valley Railway. Wabash, St. Louis & Pacific Railway. Wheeling & Lake Erie R. R. Wisconsin Central R. R. Western Maryland R. R. Western Railway of Alabama.

Committee: F. T. SHOLES, Cleveland,

A. Trego, Baltimore, Frank Read, Philadelphia, F. A. Elwell, Portland,

COLUMBUS WATERHOUSE, San Francisco, B. B. AYERS, 114 S. Hoyne ave., Chicago, *Chairman*.

CHICAGO, Jan. 14, 1885.

The Chicago, Rock Island & Pacific Railway has issued a circular to its agents, instructing them to transport free, in baggage-cars, and at owner's risk, any bicycles that may be presented to them for transportation by owners holding tickets. The C., R. I. & P. Railway has for years failed to recognize the necessity of this course, and much persuasion has been used in vain. The Hon. Schuyler Colfax, always ready to assist the cause of wheeling, and a valued friend of the transportation committee, finally took the question in hand, and his last public act was for the benefit of the L. A. W., just before his decease, in persuading this railway that it was for its interest to favor wheelmen. It took considerable time and patience, but he won; and for this and many other kindly acts for wheelmen, let his memory be green on the pages of L. A. W. patrons and helpers.

Yours truly,

B. B. AYERS.

#### THE STATES.

IOWA.

The following gentleman have been appointed consuls for their respective localities:

D. E. Hadden, Le Mars; Theo. Krotzer, Iowa Falls; A. L. Stetson, Sioux City; Edwin Long, Iowa City; F. F. Failer, Newton; W. P. Pierce, Gysart; G. W. Parsons, Burlington.

The following hotels have also been appointed:-

Downing House, Oscaloosa, Iowa. Best hotel in the city, \$2.00 per day. Kirkwood House, Des Moines, Iowa. Finest hotel, \$2.00 per day to L. A. W.; \$3.00 regularly.

Wheeler House, Independence, Iowa. \$1.50 per day; regular price, \$2.00. Cramer House, Albia, Iowa. \$1.50 per day; regular price, \$2.00.

Depot Hotel, Chariton, Iowa. \$2.00 per day.

Broad Street Hotel, Grinnell, Iowa. \$1.50 per day; regular price, \$2.00. All wheelmen and their wheels are promised first-class accommodations at the above hotels.

W. L. Howe, C. C.

#### INDIANA.

I take pleasure in appointing the following as League hotels in towns named:-

Noblesville,	Wainwright Hotel,	\$1 50
Indianapolis,	English Hotel,	I 50
Jeffersonville,	Falls City Hotel,	I 00
New Albany,	Central Hotel,	I 50
Rushville,	The Windsor,	2 00
Greensburg,	Sietz Hotel,	I 40
Madison,	Western Hotel,	I 50
Lifton,	Commercial Hotel,	1 50
Elkhart,	Clifton House,	2 00
Columbus, .	Bissell Hotel,	1 50
Kokomo,	Clifton House,	2 00
Cambridge City,	Stahr's Hotel,	I 50

In each case we have secured the best hotel in the town, where all cyclers will receive every attention.

L. M. Wainwright, C. C.

#### NEW IERSEY.

In our little State of New Jersey we believe that in League matters the officers of our New Jersey Division L. A. W., have scored one in advance of any other State division, for we have had published for us a complete road map of the State, now ready for sale and delivery. This map is printed in three divisions, viz., Northern section, Middle section, and Southern section, on parchment paper in colors, and bound in pocket covers, each map being twenty by thirty-two inches, and showing plainly all our roads, towns, railroads, etc.

This road map will not only be very useful to wheelmen in the State, but to those touring through the State. The price of each section is fifty cents, and two cents per section extra for sending by mail; amount must accompany order.

These maps can be obtained from either of the following officers, viz.: Dr. G. Carleton Brown, 116 Broad street, Elizabeth, N. J.; Harold Serrell, Plainfield, N. J.; William J. Morrison, Moorestown, Burlington county, N. J. If a wheelman in or out of the State in ordering a set of sections, or a single section, wishes to have a certain route or routes marked out for him, it will be done in colored inks at an extra charge of twenty-five cents, which amount will go to enrich the division treasury.

These maps have been published for the New Jersey Division L. A. W., by Messrs. Smith & Stroup, of Philadelphia, Pa., and reflect credit upon their house.

HAROLD SERRELL, Representative N. J. Div.

#### PENNSYLVANIA.

I take pleasure in reporting to the members of the Pennsylvania Division, that by a mail vote of the Board of Officers, just returned to me, it has been determined that the second annual meet of the Division will be held in Philadelphia, September 13, 1884.

This event, coming as it does, upon the same day as the races of the Philadelphia, Germantown, and Pennsylvania Bicycle Clubs, will, we trust, be largely attended. The race meeting mentioned will be one of unusual importance, and the largest ever held in this section of the country.

The same mail vote has also granted to the above-mentioned clubs, the privilege of embodying in their list of races, the half, one, and five mile bicycle, and the one-mile tricycle State championships, beside which, the twenty-

five mile Pope Challenge Cup will be here contested for, and many other important races, for all of which valuable prizes will be given.

CHARLES M. MILLER, Secretary.

#### WASHINGTON.

Washington, D. C., Dec. 3, 1884.

At a meeting of the members of the District of Columbia Division of the L. A. W., held at the club rooms of the Washington Cycle Club, November 24, 1884, the following officers—to aid Chief Consul Edward T. Pettengill, and Representative George E. Emmons—were elected: Vice-president, J. Charles V. Smith; secretary, Lewis Flemer, and treasurer, Frank T. Rawlings, who will serve in their respective offices until the next annual meeting, which occurs in June, 1885.

Lewis Flemer, Secretary.

#### CORRESPONDENCE.

Washington, D. C., Dec. 5, 1884.

Editor Official Gazette:-

After much controversy which, luckily for all interested, did not run through the bicycling press, the "Willard Hotel Cup," placed, through the Washington Cycle Club, as an independent prize for the three-mile event, L. A. W. races, May 20, 1884, has at last been presented to its rightful owner, Mr. B. W. Hanna, the winner of that race.

Last Wednesday, December 3, a select party of friends met at Mr. H.'s residence for that purpose, Mr. Pelouze (president of W. C. C. during League meet) making the presentation speech, which was happily responded to by Mr. Hanna. Later on a bountiful collation was the order of the hour to which all seemed to do ample justice.

C. C.

Editor Wheelmen's Gazette:-

Through the columns of the Gazette I would like to offer a suggestion.

In the first place, I am, or rather want to be, a member of the L. A. W.; I have sent in my application, and know not why it should not be accepted. The thought occurs to me, What benefit is it to me away off here in the mountains, not near another wheelman? I go to a village twenty-five miles from here some days, on my wheel. I don't know whether there is a wheelman there or not, but am told there is. Now, if each member had a printed list he would know when and how near a fellow member was to him. To accomplish this, I would suggest that the secretary of each State levy an assessment of an amount sufficient in the aggregate to defray the cost of printing a book containing the names of all the members, and that the editor of the official journal be required at the end of each month to print a list of all newly elected members with their addresses. Said editor be also required to use the same sized type, and to occupy the same space in his journal that would compare with the size of a single page in the official list. This could be cut out and put in the book or official list. Notice of all members who withdraw or are expelled could be given, and erased from each member's list. Perhaps your readers cannot comprehend this it is so clumsily put together. As we have no grip, signs, or password, we would know where a member was anyway.

X. Y. Z.

#### CONSTITUTION AND RULES.

CONSTITUTION.

- 1. This organization shall be known as the "League of American Wheelmen."
- 2. Its objects are to promote the general interests of bicycling; to ascertain, defend, and protect the rights of wheelmen; to encourage and facilitate touring.
- 3. Any amateur wheelman in good standing may become a member of this League upon payment of an initiation fee of \$1.00, and approval by the board of officers, or a committee thereof, after the publication of his name in a list of candidates in the official organ of the League at least two weeks previously.
- 4. Its officers shall be a President, a Vice-President, a Corresponding Secretary, a Recording Secretary, a Treasurer, Chief Consuls, one from each State, and each State with a membership of fifty shall be entitled to one Representative, and these officers shall form a board of officers, of which eight shall constitute a quorum, who shall direct and decide in all matters not provided for in this Constitution, and shall have power to fill vacancies.

Each State in which there are twenty-five or more members shall organize a State Division, with a code of by-laws, in keeping with the Constitution of the L. A. W. Its Executive Board shall comprise the Chief Consul and Representatives, together with a Secretary and Treasurer, who may be chosen at large by a vote of the Division.

5. The President shall preside at all meetings of the League and of the Board of Officers; shall appoint all committees not elected by ballot; may fill pro tempore any vaeaney in any office or committee until the next ensuing business meeting of the Board; shall exercise a general oversight in the affairs of the League; and shall make a report at its annual business meeting next subsequent to his election.

#### RULES AND REGULATIONS.

#### Officers.

- I. The Vice-President shall preside, in the absence of the President, at all meetings of the League or of the Board of Officers, and perform in such absence all the necessary duties of the President at the time; and in ease of the death, resignation, or removal of the President, he shall be acting President until the next annual election.
- 2. A Chief Marshal shall be appointed by the Board of Officers, who shall make suitable arrangements and regulations for the annual parade of the League; shall take command at the same, and may appoint such aids and staff officers as he may deem expedient.
- 3. The Corresponding Secretary shall receive, cause to be published, and transmit to the Membership Committee all applications for membership; shall keep a register of all applications and any action thereon; shall receive and answer any correspondence with the members of the Board of Officers, and any appropriate correspondence with non-members of the League; shall notify all meetings of the League or of the Board, and act generally under direction of the Board or of the President; and shall submit a report at the annual business meeting of the League succeeding his election.
- 4. The Recording Secretary shall make and preserve appropriate records of all meetings of the League, and of the Board of Officers; a list of all members and officers of the League, with notes of all changes in the same, and he shall report to the Board of Officers at their business meeting next preceding the next annual business meeting of the League after his election.
- 5. The Treasurer shall receive and be accountable for all membership and annual fees and other revenues of the League; shall keep suitable books of account thereof and of all disbursements, and shall pay out of the funds of the League only upon order of the Finance Committee, or any two members thereof. He shall give bonds for the faithful diseharge of his duties whenever required by vote of the Board of Officers; shall make report, in abstract, at each regular business meeting of the Board, and in full at the annual business meeting of the League next succeeding his election.
- 6. Each Chief Consul shall have general management and oversight of the affairs of the League in his respective State. He shall eall and preside at all State meetings, shall approve and appoint one Consul for each city or town in the State, and shall appoint League hotels.
- 7. Representatives shall recommend to their Chief Consuls, names of members of the League to serve as Consuls, and shall recommend hotels for appointment as League headquarters. They shall, in connection with their Chief Consul, have power to decide all local matters in their States, as provided for in these Rules, and shall have a general oversight over the affairs of the League in their immediate districts.

The Division Secretary shall receive all applications for membership in his State, and forward duplicates of same to the Corresponding Secretary of the League. He shall deposit with the Division Treasurer all moneys received from admission fees, and attend to such duties as the office requires. The Division Treasurer shall receive all dues from members in his State, and disburse funds to meet the necessary expenses of the Division. He shall remit to the Treasurer of the League, monthly, 50 per cent. of the receipts so collected. His accounts shall be audited by the Finance Committee of the Division, and he shall give bonds if required.

Consuls shall acquire and give any information as to roads, hotels, laws, and other matters of interest in their localities, to members of the League ealling upon them in person or by letter; keep the State officers informed from time to time by reports, perform such duties as the latter may require of them, and generally promote the interests of the League and its members. Consuls' term of office shall expire July I, but they may be removed for cause by the President.

#### MEETINGS.

8. There shall be an annual business meeting of the League at such time and such place as the Board of Officers may determine at a meeting to be held at least two months previous to the 15th day of May, and of which general meeting at least one month's public notice shall be given. At this meeting the order of business shall be as follows:—

Reading of records of previous annual meeting. Reports of President, Corresponding Secretary, and Treasurer. Communications from the Board of Officers. Reports of special committees.

Motions, votes, and resolutions.

Fifty members shall constitute a quorum; each member present shall have one vote on any question, and no proxies shall be allowed: provided, however, that clubs, whose entire active membership has joined the League, may choose by ballot one member of their club as delegate for each ten members of the club, or fraction thereof, to represent them at the annual meeting; and these delegates upon presentation of credentials signed by the President and Secretary of the club may cast ten votes each, or as many as provided for in his credentials, in all proceedings of the meeting; and no delegate may east more than ten votes.

- 9. At the date and place of the annual meeting of the League there shall be a general parade to be arranged and commanded by the Chief Marshal, in which all members of the League shall be invited to participate. In this parade the clubs shall have precedence in the order of their joining the League.
- 10. Once each year there shall be held a race meeting under the auspices of the League, at which meeting suitable League Championship Prizes shall be offered for the one-mile bicycle and one-mile tricycle championships; all other championship races shall be held under the anspices of League Clubs, subject to the approval of the Racing Board, said clubs to furnish a suitable medal and no club to have more than one championship race.
- 11. Two meetings of the Board of Officers shall be held each year; one in the spring, at least two months previous to the 15th of May, and one in the fall, subject to the eall of the President.
- 12. The President and Corresponding Secretary may, at any time, submit any matter of business properly before the Board, in writing, in the form of a vote or resolution, to each member of the Board by mail, upon which the members may indicate their approval or disapproval; and when replies in approval shall be received from a majority of the members, the President shall declare such vote or resolution carried, and it shall be taken as the action of the Board, as if done at a regular meeting; and an appeal may be taken to the full Board in the foregoing manner, when six or more members desire to appeal from the action of any business meeting, at which they may have been present or not.

All business which shall come before the Board at their meetings, provided two-thirds of the Board are not present, such business shall be put to all the members in the form of a mail vote, and a majority of such votes, with the votes of the members present, shall decide.

13. At all meetings of the League, or of the Board, the established law of deliberative assemblies shall be observed.

Each State Division shall appoint its own meetings, parades, and races, subject to the general provisions of the L. A. W. Constitution.

#### COMMITTEES.

14. There shall be a Committee on Membership, a Committee on Rules and Regulations, a Committee on Rights and Privileges, a Committee on Racing (to be ealled the Racing Board), to be appointed by the President from the Board of Officers (except the Racing Board), to serve for one year or until their successors be properly appointed.

Each committee shall consist of three members (except the Racing Board, which may consist of six), and no member shall be on more than two committees, and two shall constitute a quorum in each, and they shall report to the Board or to the President thereof, within one month after reference of any matter to them by the President or by the Board, or by the rules. State Divisions shall have power to appoint such committees from their own members as they may deem expedient.

- 15. There shall be also a Committee on Finance, which shall consist of the President, the Treasurer, and the Corresponding Secretary ex officio, to which all matters relating to revenue and disbursement, and League funds and investments thereof, not otherwise disposed of, are referred as they arise, and who shall report to the Board of Officers at each regular meeting.
- 16. To the Committee on Membership are referred, as they arise, all matters relating to the admission, resignation, suspension or expulsion of members.
- 17. To the Committee on Rules and Regulations are referred, as they arise, all matters relating to rules of the League or of the Board, or for the direction of Consuls and members.
- 18. To the Committee on Rights and Privileges are referred, as they arise, all matters relating to the rights and privileges of wheelmen in highways and public parks, and to legislation of towns or States, and to suits by or against members of the League, and to the conduct of members of the League in respect to such matters.
  - 19. To the Racing Board are referred, as they arise, all matters pertain-

ing to racing, arranging for races, the standing of all members whose standing as amateurs is questioned as regards racing, and they shall also have charge of all races held under League auspices.

They shall have the power to make such Rules for the government of the Board and the conduct of races and race meetings as they deem expedient, and the power to amend, alter, or annul the same; their action shall be subject to the approval of the Board.

#### ELECTIONS.

20. Between the 1st and 1oth day of March, of each year, the Corresponding Secretary shall send to each member of the League a voting blank for Chief Consuls and Representatives.

Each member who was admitted or whose dues were paid up to the first day of March, shall be entitled to one vote for Chief Consul for the State wherein he resides, and one vote for each Representative that his State is entitled to under these rules; each vote shall be signed by the member voting it, and returned to the Corresponding Secretary before the tenth day of April, and by him delivered to the Committee on Rights and Privileges. This committee shall sort and count the votes, and make a return of the same to the President on or before the twentieth day of April; the person obtaining the largest number of votes in each State for Chief Consul shall be elected, and the persons receiving the largest number of votes as Representatives shall be elected. The President shall, on or before the first day of May, declare the result of the election, and cause the same to be published without delay in the official organ; and also notify every member of the Board of Officers and persons so elected, of the result. On the same day as the annual meeting (as provided for) the Chief Consuls and Representatives so chosen shall meet and elect from their number a President and a Vice-President, and from the membership of the League a Corresponding Secretary, a Recording Secretary, and a Treasurer.

#### MEMBERS.

- 21. All applications for membership shall be forwarded to the Corresponding Secretary, together with fees for admission, with such information as may be required; except in States having a regularly organized State Division, applications for membership shall be forwarded to the Division Secretary, together with the fees for admission, the candidate's full name and post office address to be stated in each application. Where applications are received and accepted after the first day of April in each year, the applicant will be entitled to receive a membership ticket, good to the end of the ensuing League year.
- 22. Objections to the admission of any candidate for membership may be made to the Corresponding Secretary, or to any member of the Committee on Membership, within two weeks after the publication of the name of such candidate, and such objection shall be considered confidential. When no objection is made to the name of any candidate, the approval of the Committee on Membership shall be sufficient for an election. When objection is made to the name of any candidate, the Committee on Membership shall report it, with the fact of objection, to the President or the Board of Officers, who shall act thereon; and any rejected applicant may learn the grounds upon which his name was rejected by applying to the Committee on Membership, through the Corresponding Secretary; and any candidate or member of the League may take an appeal from the action of any meeting of the Board of Officers, in the method provided for in Section 13, by depositing with the Corresponding Secretary an amount sufficient to cover the expenses of such appeal.
- 23. In passing upon the eligibility of candidates as amateurs, the Membership Committees shall be guided by the following rule, and shall take proper pains to ascertain and determine the facts in any case where objection is made to a candidate on this ground, or when the question may arise on complaint of any five members of the League, or otherwise, viz.:
- 24. (a) An amateur is a person that has never competed in an open competition, (b) nor for a stake, (c) nor for public money, (d) nor for gate money, (e) nor under a false name, (f) nor with a professional when gate money was charged, (g) that has never engaged in any athletic sport for money, (b) that has never exhibited his skill in any branch of athletics for money, (i) and that is not a paid teacher of any branch of athletics. This rule not to apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle, nor to the acts of minors under sixteen years of age that are not members of this association.
- 25. Any member suspended shall surrender his membership ticket to the Corresponding Secretary, and in case of his reinstatement it shall be restored to him.
- 26. Members shall observe all rules and directions of the League and its officers, and all laws in the locality through which they pass, provided the same be not prohibitory to bicycling.

- 27. Whenever any member of the League shall be expelled from any League Club, the fact of such expulsion shall entail his expulsion from the League. If any member shall be protested in writing by four or more members of the League or by any member of the Board of Officers, his name shall be suspended on the roll of members by the Corresponding Secretary, and his case shall be considered without unreasonable delay by the Committee on Membership, and they shall have power to reinstate or expel him subject to the approval of the Board.
- 28. Every member shall have the right to apply for and receive from any Chief Consul, Representative, or Consul for his State or district, such aid and information as may be in his power to give, and all circulars and other publications of the League or its officers, upon the terms provided therefor.
- 29. Members shall extend and accept mutual hospitalities, companionship and assistance, whenever practicable and appropriate, and the production of a membership ticket or badge shall be sufficient introduction.
- 30. Every member shall receive from the Recording Secretary a card of membership, bearing his name and number, signed by the Recording Secretary and the Treasurer, good for the League year; these cards to be given up upon suspension or resignation from the League. The loaning of a card shall be sufficient cause for expulsion.
- 31. The emblem or badge of the League shall be a wheel, having upon its side three wings radiating from the hub to the rim at equal distances apart, and the letters "L. A. W." on the spokes between the wings.

The emblem of a Chief Consul shall be two arrows crossed, and a small shield or plate upon them, bearing the initials of the State over which he presides.

The emblem of a Representative shall be a single arrow, bearing a small shield or plate upon it, bearing the initials of his State.

The emblem of a Consul shall be simply an arrow above the badge.

Other officers may be designated by the title of their office engraved upon a bar and worn above the badge.

The wearing of badge or emblems shall be optional.

- 32. Each member shall pay to the Treasurer of his State Division, on or before the first day of June, in each year following his admission to the League, the sum of \$1.00, as a membership fee, and shall forward therewith his name and address, and the membership number of his old ticket, and thereupon shall receive a new ticket for that year, provided he be entitled to one otherwise, and subject to the conditions contained in the rules of the League. Any member failing to comply with the terms of this rule before the following first of July, shall be notified of his delinquency by his Division Treasurer, the notice to contain a copy of this rule. If he shall still fail to comply with the rule until the following first of September, he shall forfeit his membership, and his Division Treasurer shall report his name to the Corresponding Secretary, who shall cause his name to be stricken from the roll. Any one having thus forfeited his membership shall have the right to appeal to the Membership Committee, and their decision shall be final. If rejected, he can again become a member only in the manner provided for in the rules for first admission. Members who are not within the jurisdiction of any State Division shall remit their dues, in the manner above provided, to the general Treasurer of the League, who shall notify delinquent members as above set
- 33. The League uniform shall consist of a Bedford blouse, with belt, close-fitting knee-breeches, polo cap or helmet, all of home-spun gray, with stockings to match. The wearing of the uniform shall be optional.
- 34. This Constitution shall not be altered or amended except by a twothirds vote of the members present and voting at the annual meeting of the League, or by a three-fourths vote of the entire Board of Officers taken by mail, notice of such alteration or amendment having been given in the official organ (or League Gazette), at least two weeks previous to the meeting, or a dispatch of the blanks for the mail vote.
- 35. The Board of Officers shall be required, through the Corresponding Secretary, to publish from time to time, in the official organ of the League, any and all action taken by them, whether as a Board or Committee or as officials.

#### RACING BOARD DECISIONS.

BOSTON, MASS., Jan. 6, 1885.

The large number of letters on my file which bear upon one subject, suggests to me that a word of warning is necessary to wheelmen throughout the country who are in danger of losing their amateur standing at the skating rinks. Roller-skating is recognized as an athletic sport, and yet those who are active in promoting it have shown little regard for the distinctions which mark the amateur and professional. I find that money prizes, instead of

medals and trophies, are competed for, and thoughtless young men enter these contests. I also find that polo clubs are attached to nearly every rink, and these are made up of professional ball-players, athletes, and fancy skaters. I find that these clubs travel about from rink to rink, and engage regularly organized clubs, and also picked teams. It is impossible to estimate the number of young men who have been made professionals in this way. One correspondent writes from Pennsylvania: "If all the cities are having the trouble we are, the country next year will be filled with professionals." The amateur rule is very plain, and (f) bears directly on these polo games.

(a) An amateur is a person that has never competed in an open competition, (b) nor for a stake, (c) nor for public money, (d) nor for gate money, (e) nor under a false name, (f) nor with a professional when gate money was charged, (g) that has never engaged in any athletic sport for money, (h) that has never exhibited his skill in any branch of athletics for money, (i) and that is not a paid teacher of any branch of athletics. This rule not to apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle, nor to the acts of minors under sixteen years of age that are not members of this association. Pace-making for a professional, or accepting such service from a professional will violate this rule.

Wheelmen are warned against engaging in games of the kind referred to without careful inquiry into the antecedents of those with whom they contest.

Abbot Bassett, Chairman Racing Board.

#### RACING RULES, LEAGUE OF AMERICAN WHEELMEN.

- A. Any amateur willfully competing at races not stated to be held under the rules of the League, or rules approved by the League, shall be liable to expulsion from the race track for such a time as the Racing Board may determine, and amateurs are notified that to compete against any rider who has been expelled will render them liable to the same penalty. The Rules of the National Association of Amateur Athletes of America are approved by the League.
- B. The Racing Board will receive and pass upon all claims for records, and claimants must furnish a statement from the Judges and Timekeepers of the meeting, together with a sworn statement from a competent surveyor certifying the measurement of the track. When the record is proven to the satisfaction of the Board it will be published in the official organ, and stand as such on the books of the Board.

No record made at a meeting not governed by League Rules will be considered

No record made on the Lord's Day will be considered.

The standard of measurement adopted by the League requires that a track shall be measured on a line drawn not more than eighteen inches from a well-defined and continuous inner curb or pole, and no record will be allowed on a track otherwise measured.

- C. The Board reserves the right to exclude from the racing-path any and all machines which, in their judgment, do not come within the commonly accepted meaning of the terms "bicycle" and "tricycle," either by the peculiarity of construction or by undoubted mechanical advantages which they may possess.
- D. The following National Championships have been established by the Board: One-mile, two-mile, three-mile, five-mile, ten-mile, and twenty-five-mile bicycle, and one-mile tricycle. The one-mile bicycle and tricycle events will be contested each year under League auspices, at such time and place as the Board may direct. Suitable trophies will be offered, which will become the property of the winner. The two and five mile bicycle championships are held jointly with the National Association of Amateur Athletes of America at the annual games of that association. Suitable trophies are furnished by the N. A. A. A. The other championships shall be assigned yearly by the Board to such clubs or athletic associations as they may select, under such conditions as they may impose.

The National Championships are open to League members only resident in the United States, and no prize exceeding \$50 in value will be allowed.

Privilege to hold State Championships may be granted to clubs or authorized associations, when the importance of the meeting is sufficient to warrant the Racing Board's special sanction, although it is recommended that not more than one race be offered as a State Championship during the year, and that meeting must be announced at least one month in advance, in order to give intending contestants ample time for preparation.

At championship races, whether State or National, there shall be no limitation in the choice of machines, except in the case of such machines as may be officially barred by the Board.

E. The Board will appoint, at its discretion, a League handicapper, who shall, for a stated remuneration, frame the handicaps of the League, and of such of its associate clubs as shall desire his service.

All handicaps and positions in class races will be judged from the date of entry, and this judgment shall not be changed by any record made between that date and the time of the event for which the entry was made.

Copies of these rules may be had of any member of the Racing Board by enclosing a stamp for return postage.

#### RULES.

- I. Entries and awards in amateur events will be confined strictly to amateurs, and persons entering for these races, who are not members of bicycle or other athletic clubs whose rules of membership exclude professionals, must satisfy the Judges that they are not professionals, either by their own statements in writing, or otherwise.
- 2. (a) An amateur is a person that has never competed in an open competition, (b) nor for a stake, (c) nor for public money, (d) nor for gate money, (e) nor under a false name, (f) nor with a professional when gate money was charged, (g) that has never engaged in any athletic sport for money, (h) that has never exhibited his skill in any branch of athletics for money, (i) and that is not a paid teacher of any branch of athletics. This rule not to apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle, nor to the acts of minors under sixteen years of age that are not members of this association. Pace-making for a professional, or accepting such service from a professional, will violate this rule.
- 3. The Officers of a Race Meeting shall be: a Referee, two Judges, two or more Timekeepers, one Scorer, one Starter, one Clerk of the Course.
- 4. The Referee shall have general supervision of the Race Meeting. He shall preside at all meetings of the Judges, and shall see that protests and complaints are properly laid before them. In case of a disagreement between the Judges he shall hear a statement from each, and decide between them. His decision on all questions that are referred to him shall be final and without appeal.
- 5. The Judges shall see that the rules are obeyed, and shall decide all points in dispute. At the finish, they shall stand at either end of the mark, and shall decide the positions of the men as they come in.
- 6. Each of the Timekeepers shall time every event, starting the timer from the report of the pistol. In case of disagreement, the average shall be the official time. In case of a record being broken, the slowest time shall be taken.
- 7. The Scorer shall record the laps made by each competitor; the order of the men at the finish, and the time as given to him by the Timekeepers. Scorers shall have such assistance as may be necessary.
- 8. The Starter shall see that the competitors are fairly on their marks. He shall announce to the men the distance which they are to run, and start them in accordance with the rules. He shall announce the commencement of the last lap, by ringing a bell as the men pass over the marks for the final lap.
- 9. The Clerk of the Course shall record the name of each competitor who shall report to him, and see that each is provided with a number to be worn. He shall report the contestants to the Scorer, and shall call their numbers as they cross the line at the end of each lap, so that the Scorer may check the laps and the Timekeepers take the time.
- 10. No person whatsoever shall be allowed inside the track, except the officials and properly accredited representatives of the press. Authorized persons shall wear a badge. Competitors not engaged in the race actually taking place shall not be allowed inside or upon the track.
- Any competitor making a false entry will be disqualified and debarred from any place or prize.
- 12. Choice or change of machine, and choice of costume, are not limited, except that shirt and breeches must not bare shoulder nor knee. In races distinctly stated on the programme of events to be for a particular class of machine, this rule shall not apply so far as choice or change of machine is concerned.
- 13. Each competitor will receive from the Clerk of the Course, before the start, a card bearing a number, which must be worn during the race.
- 14. The drawing for positions in each race will take place at the Judges' stand before the races.
- 15. All starts will be from a standstill, and the machines are to be held in position by an attendant (the driver touching the starting-line) until the signal is given by the Starter. Any contestant starting before the signal is given shall be placed one yard behind the starting-line, and an additional yard for each repeated false start. The "pusher off" shall not be allowed to step over the starting-line. In case of an accidental foul resulting in a fall within ten feet of the scratch-line, the contestants shall be recalled and the race started over again. The signal will be the report of pistol by the starter, preceded by the words, "Are you ready." Should the pistol miss fire, the start will be made at the word "go." Time handicaps shall be started by the

word "go." There shall be no "push off" in tricycle races. The finish shall be judged by the driving wheel.

- 16. Riders must pass on the outside (unless the man passed be dismounted), and must be at least a clear length of the bicycle in front before taking the inside; the inside man must allow room for his competitor to pass on the outside. Failing to have room on the outside, a rider may pass between his competitor and the pole; should a foul be claimed, the Judges must decide if the rider was justified in his course. Riders are cautioned that they must not pass inside, except as a last resort.
- 17. Any competitor guilty of foul riding will be disqualified and debarred from any place or prize.
- 18. Any protest against a competitor respecting his qualification as an amateur must be lodged with the Judges before the start is effected; and any protest respecting foul riding or breach of rules must be made to the Judges immediately after the heat is finished.
- 19. Competitors may dismount during a race at their pleasure, and may run with their bicycles if they wish to, but they must keep to the extreme outside of the path, whenever dismounted. If a rider be dismounted by accident, or to change his machine, he shall not be allowed a "push off" in starting again, but an attendant may hold his machine while he mounts it.
- 20. The right is reserved to the Judges of refusing or canceling any entry, if necessary, before the start; of adjudicating any questionable entry; of deciding any other point not provided for, and of making any alteration in the programme that they may deem necessary.
- 21. Ignorance of any of the foregoing will not be considered a valid

#### A TOPIC OF THE TIME.

It is now drawing near the time when it behooves all L. A. W. members who take an interest in the proper working of the organization to which they belong, to give some thought as to who are the most fitting parties to represent them on the L. A. W. board. Men who have conscientiously done their duty during the past year, ought to be influenced to retain their positions, while inert or incapable officers should give place to active workers. Much of the success of the Divisions, and through them the League at large, depends upon the representatives chosen in each State, who are supposed to think, speak, and act for their brother members. Many right good fellows-in a certain sense "good"-are forced into these positions from the very fact of their being prime favorites with their "fellows." They owe their elevation to the dignity and duties of a representative, to a sort of sentiment, rather than to a critical and appreciative recognition of their ability or willingness to attend to duties, which are the appanage of the official position tendered them as an honor. It is just about this question of honor in relation to these officers that the great and general mistake is made, of supposing that it is an honor to a man to thrust upon him duties and work which entail time and trouble on his part to attend to and discharge properly.

Truly it is an honor to a nonentity, or to an incapable person, to be thus singled out as a man fit and proper to be trusted with such work. Therefore we find the majority of empty-headed, good-for-nothings who have positions offered them, such as we speak of, accept them. But the man who is really worth something, who turns his time and ability to some account, pursues a course diametrically opposed to this. He feels, naturally, rather disinclined to give up to benefit others, time which he could employ profitably for himself, preferring to discharge quietly and faithfully the ordinary duties which fall to his share, and let positions such as we are referring to look out for themselves. And if by looking at the matter in this light he curbs the goodnatured promptings which might impel him to accept obligations and duties which he would feel compelled to discharge faithfully, who can blame him? he acts honestly and in a straightforward manner in declining what many would deem the proffered honor. It follows, from the foregoing, that if we are to arrive at a just and fair conclusion respecting these offices of ours which we want filled-not filled by nonentities, but by good men and true-it follows, then, that we must consider that the acceptor of these positions, which entail much work, and which return no monetary recompense, render a greater service to, and confer a greater honor upon, those for whom they discharge these duties, than they can possibly gain for themselves by so doing. The very idea of the whole question of League work is this then: That the officer confers more honor upon the League by accepting his position than the L. A. W. confers upon him by tendering or entrusting it to him. If the spirit actuated the men who elect our officers, and if it imbued the ideas of our officers themselves, the result would be men in office who would be there, not from a morbid liking for having their names posted half-an-inch higher than those of better men, but from a manly and self-sacrificing wish to benefit the organization to which they belong, and to further the interests of the splendid

pastime which claims their strongest sympathies. Paraphrasing Bulwer's well-known words "Time before thee, what wilt thou do with it?" We might say, There is a chance before us, what will we do with it? and that chance or opportunity is our option of choosing men to overlook League work who are capable of seeing that the L. A. W. not only sustains its present satisfactory condition and standing, but also able and willing to push it on the road to further success.—Cyclist and Athlete.

#### SPRING MEETING AT NEW YORK.

The Spring Meeting of the Board of Officers, L. A. W., was held at the Grand Union Hotel, New York, on Monday, February 23. There were present the following officers:—

Chief Consuls.—E. M. Aaron, Pa.; E. T. Pettengill, D. C.; N. P. Tyler, Ct.; J. R. Torrance, N. Y.; G. C. Brown, N. J.

Representatives.—A. D. Claffin, W. I. Harris, Stephen Terry, C. K. Alley, T. S. Rust, H. E. Ducker, F. P. Kendall, J. G. Burch, Jr., J. W. Clute, W. S. Bull, Geo. R. Bidwell, A. G. Coleman, C. D. Williams, E. W. Adams, John C. Gulick, K. L. Clapp, R. F. Hibson, A. E. Fauquier, W. H. Parsons, F. B. Graves, H. S. Kidder, F. A. Egan, Geo. Dakin, Dr. Edwin Field.

President Beckwith presided, supported on either side by Sec. Aaron and Sec. Alley.

Recording Secretary Aaron presented his report, giving a detail of his work of the year, and stating that 4,737 tickets had been issued. He read an invitation from the Buffalo Club asking the League to hold its annual meet in Buffalo, July 2, and 3. The report was accepted.

Treasurer Terry reported a balance on hand of \$1,489.62.

The Corresponding Secretary presented a report, and stated that he had answered 600 letters since the last meeting. The following is a list of the States and their members:—

New Vork, 906; Pennsylvania, 700; Massachusetts, 660; Ohio, 484; New Jersey, 406; Connecticut, 308; Illinois, 235; Maryland, 180; New Hampshire, 97; Michigan, 87; Indiana, 76; Iowa, 68; Vermont, 61; Kentucky, 60; District of Columbia, 58; Minnesota, 39; Maine, 63; Colorado, 38; Rhode Island, 37; Wyoming, 31; Louisiana, 25; Missouri, 21; California, 12; Wisconsin, 11; British Provinces, 10; South Carolina, 10; North Carolina, 8; Dakota, 8; England, 6; Nebraska, 4; Tennessee, 4; Kansas, 4; W. Virginia, 4; Georgia, 2; Montana, 2; Utah, 2; Texas, 2; Virginia, 2; Alabama, 1; Washington Territory, 1; Oregon, 1; New Mexico, 1; Mexico, 1; Germany, 1; Total, 4,737.

PEEKSKILL, N. Y., February 21, 1885.

Editor Official Gazette:-

SIR: The Cortlandt Wheelmen, of Peekskill-on-the-Hudson, held their annual meeting on Friday, February 20, at which time the following officers for 1885 were re-elected: Captain, D. C. Hasbrouck; lieutenant, S. A. Mead; secretary and treasurer, A. D. Dunbar; bugler, E. A. Hodgkins.

The club also unanimously adopted a resolution nominating Mr. Ed F. Hill for the office of Chief Consul, at the coming spring election of the League, and instructing the secretary to publish said resolution in the Official Gazette, calling on all New York members of the L. A. W. who desire an efficient, business-like management of State affairs, to see that Mr. Hill's name is at the head of the ticket they vote next month.

Mr. Hill, known to the League members as the present Chairman of the Membership Committee, is a charter member of our club, enthusiastic wheelman and a loyal member of the L. A. W., whose affairs in this State, if committed to his care, cannot but prosper.

Very respectfully,

A. D. DUNBAR,

Secretary Cortland Wheelmen.

HARTFORD, Ct., February 23, 1885.

Editor Official Gazette:-

As I am about to make a southern trip, to be absent about a month; I desire to inform the League members that letters may be addressed to me, during the first week in March at Arcola, Louisiana.

STEPHEN TERRY, Treas.

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Published Monthly at Springfield, Mass., U.S.A.

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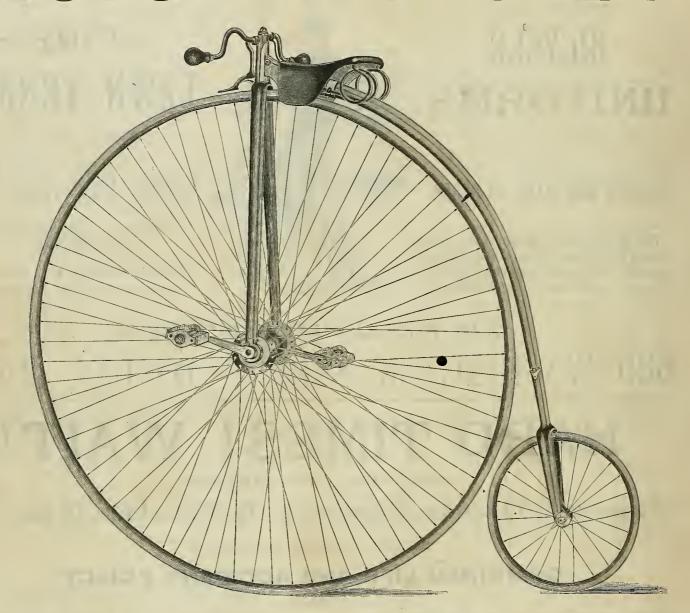
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PRESS OF SPRINGFIELD PRINTING COMPANY

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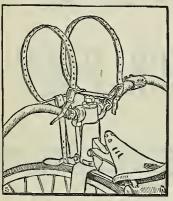
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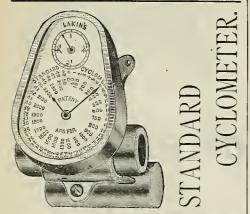
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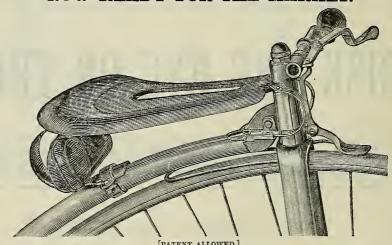
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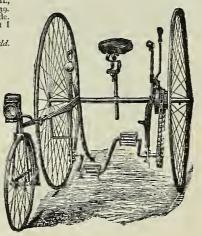
Gentlemen—I cheerfully give my opinion of the Royal Mail, which I rode in all my races last year and won the world's record, 2.39. I think it the finest made, strongest, and stiffest machine I ever rode. I have ridden nearly all makes, but find the Royal Mail the best I ever crossed as yet. Yours respectfully, JOHN S. PRINCE,

Champion of America, and 1-mile Champion of the World. FEBRUARY 4, 1885.

Make a note of the superb workmanship. No glittering display about it.—Athlete, January 31, 1884.

This famous firm fairly eclipse themselves; the machines are beautifully made and finished at all points. The new racers are superb in every respect, being in our opinion one of the few really good light racers in the market. In tricycles certainly a very novel and good machine is their two-track front-steering double driver, which meets a long-felt want,—Bicycling News.

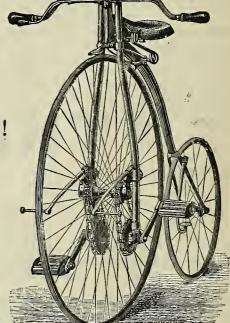
Examine as critically as one may, it is impossible to pick a hole in the workmanship or find a flaw in the material. The ROYAL MAIL bicycle is one of the soundest roadsters made, whilst on the path it has scored several grand successes The tricycles are neat and serviceable looking machines, and the ROYAL MAIL sociable tricycle is a splendid double driver, and looks as easy as a gig. The firm, we are glad to hear, are doing a very large and increasing trade in all classes of machines. They deserve their success.—Bicycling Times.



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A JOURNAL OF CYCLING. PUBLISHED MONTHLY.

VOL. II.-No. 12.

#### SPRINGFIELD, MASS., APRIL, 1885.

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HENRY E. DUCKER, - - - Editor and Manager. Chas. A. Fisk, - - - - Treasurer.

Communications must be in not later than the 20th of each month, to secure publication for the following month.

Address all Communications to The Springfield Wheel-MEN'S GAZETTE. Make Checks and Money Orders payable to Chas. A. Fisk, Treasurer.

Entered at the Post-Office, Springfield, Mass., as Secondclass Matter.

#### AMATEUR VS. PROFESSIONAL.

The discussions now going on in the various papers would lead one to think that the phrase "amateur vs. professional" is a distinction without a difference. But such is not the case; the true amateur is one who is capable of speed, and worthy of fellowship. He may be poor or he may be rich, but in most cases is without the necessary funds to enter the racing arena as his ambition would dictate. Such men have friends who take so much pride in a young man's ability that they would be only too glad to help defray the expenses of training for a few weeks or months. Why should not this be allowed? It is not the spirit of justice, to discriminate in favor of the rich as against the poor; but such is the present attempt at legislation on the part of our cycling institutions.

A professional is one who gains his living by pursuing athletic exercises for a purse or for gate money, or travels for a salary in the interest of some other party. To be a professional in sports is in one sense to be an outcast from society. Now why should this be? A professional cyclist should be an honor to the sport; he should be held in the same high esteem that we hold professional men in other vocations of life. The minister, doctor, lawyer, etc., are professionals and follow their pursuits for money, yet we respect them, and this is as it should be. These professional racers as a class are honorable, and would be more so, only for this tirade against them. We should treat them with respect, frame our rules for their protection as we do for our amateurs, let them join our clubs, and otherwise treat them as gentlemen, but of course not allow them to compete with our amateurs, for our rules are designed to place all on an equal footing.

A semi-professional is one who would be a professional but has not the courage and honor to come out and say so. He is one who is paid under some pretense, and will if necessary devote the whole year to the sport in one form or another. It is this class who are dangerous to our amateurs and a disgrace to any sport. But why is it? and echo answers, Why? The whole may be summed up in a few words and easily disposed of. These men would become professionals if it were not tor the unpleasant stigma attached to the word

professional. The finer we draw the racing rules on this point, and the more we attempt to make saints of our amateurs and sinners of our professionals, the more will we be troubled with this class. We have had enough of this; now let us try a new method, make it an honor to become a professional, offer a small trophy as a memento of the event, and a liberal purse as an inducement, and, like water, each class would soon find its level.

#### SEPTEMBER 8, 9, AND 10.

THE FOURTH ANNUAL TOURNAMENT OF THE SPRINGFIELD BICYCLE CLUB.

This famous bicycle club will hold its fourth annual tournament Tuesday, Wednesday, and Thursday, September 8, 9, and 10, 1885, and cordially invites all the riders in the world, professional and amateur, to visit Springfield and contest in friendly rivalry for supremacy and honor. The home club will spare neither pains nor expense to make this the most successful international meeting ever held. The races have been so arranged as to meet the requirements of all classes. The splendid track of the past year is to be greatly improved, and the improvements are expected to make the track at least four seconds faster, so that it will be possible for our racing men to go below 2.35 the coming season.

The same excellent board of managers which conducted the past successful meetings will continue in charge, which insures to wheelmen the best of order and executive ability. The experience gained in the past will be of value in the future, and a number of new and important improvements in the management, and particularly in the matter of timing, will be made. The following programme has been adopted:—

#### SEPTEMBER 8-FIRST DAY.

One mile-Professional; handicap.

Ten miles—Amateur; bicycle. Championship of United States. One mile—Amateur; tricycle.

Three miles-Amateur; tricycle tandem.

Five miles—Professional; safety bicycle; wheels not over 40 inches.

Half mile—Amateur; dash; bicycle. Open. One mile—Amateur; bicycle. Class, 3.10.

Three miles—Amateur; bicycle. Open. Three miles—Professional; bicycle. Record.

Five miles-Amateur; bicycle. Record.

#### SEPTEMBER 9—SECOND DAY.

One mile-Amateur; bicycle. Open.

One mile—Professional; bicycle. Sweepstake championship of the world.

Three miles—Amateur; safety bicycle; wheels not over 40 inches.

Half mile-Amateur; bicycle. 1.30 class.

Three miles—Amateur; bicycle. Record.

Ten miles—Professional; bicycle. Open.

Five miles—Amateur; tricycle. Record. One mile—Amateur; tricycle tandem.

Five miles—Amateur; tricycle tandem.

Five miles—Amateur; bicycle. 16 minute class.

Three miles-Amateur; bicycle. Handicap.

#### SEPTEMBER 10-THIRD DAY.

One mile—Professional; safety bicycle; wheels not over 40 inches.

Ten miles—Amateur; bicycle. Record.
Five miles—Amateur; tricycle tandem.
Three miles—Professional; bicycle. Open.
One mile—Amateur; safety bicycle; wheels not over 40 inches.
Three miles—Amateur; bicycle. 9,10 class.
Three miles—Amateur; tricycle. Record.
One mile—Amateur; bicycle. Handicap.
Five miles—Professional; bicycle. Handicap.

The prizes, a full list and description of which will appear later in the GAZETTE, will be on the same scale as formerly, and well worth contending for.

One mile-Amateur; bicycle. Consolation.

The Cyclist and Athlete makes the following statement, which with a few corrections is correct. It says:—

H. E. Ducker says; "Some time ago the League started to compile a list of bicycle clubs. After a month it had collected forty names. (a) On the afternoon of February 23d, I thought I needed a bicycle club directory, and by February 28th, I had a list of 178 clubs and secretaries." We take up the trombone on which Mr. Ducker has blown so long and loud a blast, and give our little toot. Sometime ago we thought we would compile a list of clubs. (3) In one day we had compiled a list of 285 clubs. We then advertised for names, and we now have 369 clubs and secretaries, all of them correct, and many more coming in all the while. Twenty of these we took from Mr. D's list.

As to the first part we never made a statement that the League only had 40 clubs. (2) No such statement was made as starting on the 23d of February. (3) The Cyclist says that in one day it compiled a club directory of 285 clubs and now has 369 clubs on its list. We challenge the Cyclist to print in its next issue the names of twenty clubs outside of our list which shall be complete as a reference. An official directory such as the GA-ZETTE's cannot be compiled in one day or one week, and none but simple minded people would believe the above statement even in so good a paper as the Cyclist and Athlete, and it stands the editor to deal out the truth and not make a statement wholly devoid of that article so essential to a well regulated newspaper.

Thomas Stevens, the transcontinental bicycler, whose description of his passage over the Sierra Nevadas is one of the special attractions in the current Outing, has made an arrangement with the publishers of that magazine to complete his roundthe-world tour as their correspondent. He will sail from New York on the Imman steamer "City of Chicago," April 9, to begin his ride "across Europe and Asia"; and he expects to publish the first chapter of his experiences in the August Outing,-in regular continuation of his "across America" sketches in the May, June and July issues. Meanwhile, he has taken a brief trip to the West, by train, in order to say good-by to his parents, who reside near Kansas City, Mo. The GA-ZETTE's publication of his letter, a month ago, seems to have been instrumental in thus rapidly bringing his interrupted plans of travel to the point of practical realization.

#### BRITISH CYCLING.

(From our own Correspondent.)

February made its exit, and March entered, with copious storms of rain; but the temperature has been high for the time of year; and the winter can be said to have left us, taking with it the record of one solitary snow-storm only. In the nearer suburbs of London, and on the vast stretches of wood-pavement in the western districts of the metropolis, numerous riders are getting about, but until the rainy spell ceases our season will not have fairly commenced.

An account appeared in one of the weeklies, of the tour undertaken successfully by two tricyclists who spent the Christmas holidays, from December 26 to January 5, in a tour from London into Wales, riding 303 miles. Favored by exceptionally fine weather and roads, they enjoyed the trip.

Following close upon the monster exhibitions of the Stanley and Speedwell Clubs, a number of minor cycle-shows are being held in provincial cities, Liverpool and Newcastle emulating on a small scale the triumphs of London and Birmingham. The exhibits are but repetitions of those at preceding expositions.

Our great meet at Hampton Court must be regarded as dead, nobody having even suggested a delegates' meeting to discuss it this year. But the tricyclists have resolved to keep up their annual gathering, which is to take place at Barnes Common on Saturday, May 9. Hitherto these meets have consisted only of a gathering of the clubs, in blocks, a procession around a prescribed route, and a hasty dispersal; but this year it is intended to make the tricyclists' meet more attractive. A field is to be secured near the Common, and a large marquee erected for the clubs to adjourn to after the meet, a cold collation with tea, etc., being partaken of, and some unspecified form of entertainment provided ere the riders separate for home.

The clubs in the northeastern portion of London have likewise determined to keep up their annual meet. This is the only locality of the metropolis in which the clubs are sufficiently united to support a strictly local meet, and June 13, this year, will witness the third annual meet of cycling clubs having headquarters in the northeastern parts of London, at Woodford, Essex.

The improved cast-iron plates issued by the National Cyclists' Union are springing up all over the country, replacing the obsolete tin tablets which previously served as warnings at the summits of dangerous hills. It is now suggested that the degree of danger incurred by the descent of a hill should be indicated by means of distinctive coloring, minor gradients being marked by green, and sharper slopes by red lettering. This has not yet been sanctioned.

A geological survey of Great Britain has been in progress for some years, but the most difficult portion of the work remains to be completed in the west and north of Scotland. The surveyors complain of the trouble incurred in carrying their apparatus far from railways; and some are agitating for government to grant them the cost of tricycles, instead of paying for the hire of horses and carts, to aid in the task.

Sport upon wheels has not commenced yet. A match upon the road was to have taken place last month between Engleheart on a Facile, and Gibb on a Rudge; but after the former amateur had spent five weeks in training for the race, the latter rider backed out of his bargain,

pleading that his club—the Edinburgh Amateur Bicycle Club—would not consent to the match.

"Carrier" tricycles are coming into very general use. A tradesman successfully sued the owner of a heavy cart which had collided with a carrying-tricycle ridden by a lad; and the proof of the carman's negligent driving being ample, fifteen guineas damages, and costs, were awarded to the tricycle owner.

Another law case of the past month was a prosecution by the proprietor of Rudge & Co., who charged his Manchester manager with fraud in connection with the exchange of second-hand bicycles. Upon coming for trial, however, the judge dismissed the case as frivolous, without so much as calling upon the defendant (Leeming) to answer the charge.

Another cinder-path is added to London's athletic grounds. In consequence of a difference between the Crystal Palace Cricket Club and the proprietors of the Palace, the club has taken a piece of ground close by their former *venue*, and laid down a new cinder-path. It will have to be a very good one to compete successfully against the cinder-track at the Crystal Palace.

The hair-splitting differences between chronolometrical enthusiasts rages very high just now, and discussion waxes warm upon the merits of watches made at home and at Geneva. Our authorities appear bent upon making it as difficult as possible for a bicyclist to gain the record of "2.39," by winding as much red-tape about the operation of clocking as they possibly can.

Some degree of interest is beginning to be aroused concerning Karl Kron's book, the pertinacity with which your persevering countryman worries his canvass, having woke up even the phlegmatic Britisher. We shall be curious to see how the book itself bears out the promises that have been made about it.

The dancing season draws to its close, and only a few "smoking-concerts" remain to drag out the tail of the off-season. The Canonbury Cycling Club brought off its annual assault-at-arms with the usual unvarying success, the tug-of-war competition being won by a team of the old Pickwick Bicycle Club.

Questions are frequently asked as to why our British Clubs do not possess club-houses on a scale similar to those we read of as existing in America. In London alone, it is constantly urged, we have more cyclists than in the whole of the United States. (?) Yet there is not a club-house worthy the name in this great city. The reasons are various. For one thing, our clubs are bicycle clubs, or tricycle clubs, or cycling clubs; whereas in America the wheel occupies a secondary place to the club; British cyclists are not club-house loungers, but band themselves together for cycling purposes alone. Hence we really should not use our club-houses if we had them. But we cannot have them. Money is more scarce here, and the riders who could afford to pay a reasonable subscription towards maintaining a good social clubhouse reside too far apart—in the outlying suburbs -to centralize their interests, so that they prefer to join existing social clubs for social purposes, and support their cycling clubs for cycling purposes alone.

The executive of the N. C. U. has published its revised definition of an amateur; but fault is still found with it, and I therefore will not quote it until after the Council has finally determined the wording,

The "Makers' Amateur," his status, and rights, occupy our attention just at present, some cyclists having commenced a crusade against the amateur riders who are secretly in the employ of makers of bicycles or tricycles, and whose training and racing expenses are borne by those employers. Some purists propose to professionalize the whole class of men who are employed or subsidized by the makers; whilst others of more moderate views agitate only for the suspension or disqualification of such employés as can be proved to be paid for racing beyond the value of their services as clerks, salesmen, etc. The N. C. U. will undoubtedly make a move in this direction ere long, and it will then not be possible for such men as visited you at Springfield by aid of the makers of their machines to continue in the amateur ranks.

LONDON, ENG., March 6, 1885.

WAVERLEY.

#### Rews Rotes.

Well, what did you think of our March issue?

The "Hendee" of the Pacific coast is F. R. Cook

Harry Leeming has been acquitted in the suit of D. Rudge & Co.

The Springfield Bicycle Club will hold a spring meeting on May 30.

A Boston grocery firm uses a carrier tricycle in delivering its goods.

Irwin, Pa., has a one-armed bicycle rider who is an expert at riding.

The question is, Are not club smokers a refined name for club drunks?

The Overman Wheel Company is running its works night and day.

Mr. A. H. Overman is one of most energetic men in the bicycle business.

J. H. Adams, of Facile fame, has entered the employ of D. Rudge & Co.

There are times when all well regulated wheelmen represent the ground hog.

A noiseless self adjustable spring clip-will be used on the Expert this season.

Salem, Or., is to have a six-lap cinder track built by the Chemeketa Bicycle Club.

Cola E. Stone, the St. Louis flier, expects to break three minutes this season.

The Ottumwa bicyclers intend to make wheeling lively in Iowa the coming season.

John Keen will visit Springfield the coming fall and exhibit his new water cycle.

The Connecticut Bicycle Club will hold a two days' tournament September 1, 2.

The professional riders in the South seem to be doing considerable Sunday racing.

The Citizens' Club of New York proposes to add another story to its club-house.

The Fort Schuyler Wheelmen will hold a two days' tournament, June 30 and July 1.

Colonel Burnaby, who died so bravely in the Soudan, was an enthusiastic wheelman.

We have heard no complaints about the last GAZETTE. All got their money's worth.

Frank Moore is on the path again this year, and is confident of breaking his former records.

As the boys used to say in the army, "Cleveland is going slow and learning to peddle,"

The Pope Manufacturing Company uses a carrier tricycle to deliver small goods in the Back Bay.

Gideon Haynes, of Buffalo, has severed his connection with the cycling firm of Bull & Haynes.

Hartford falls into line and will hold its tournament two days the first week in September.

Charlie Jenkins, the Louisville flier, was married to Miss Gardner on the 17th ult., at Smithville, Ky.

Dr. H. L. Cortis is about to return to England, and may be heard from on the path in the near future.

W. B. Everett & Co. will have the exclusive agency for the United States of Singer & Co.'s machines.

John Keen and Harry Etherington will attempt to cross the English channel on Keen's water cycle in June.

Ralph Ahl, the first American to score a record of three minutes, will appear on the track again

Subscriptions have poured in upon us thick and fast the past month. The March number did

John S. Prince's record medal, presented him by the Springfield Club, has been on exhibition the past week.

The Sporting and Theatrical Journal, of Chicago, publishes a cycling column weekly that is refreshing to read.

It is expected that the racing board will beat all former records the coming season in the number of reinstatements.

The veteran racer, and for ten years the champion of England, John Keen, will visit the Springfield meet this fall.

The beautiful in bicycling is best shown off in the matchless game of polo on wheels by Messrs. Frazier and Finley.

John S. Webber, Jr., of Gloucester, is to publish a hand-book of roads entitled, "A Wheel around Cape Ann."

The Stan Advocate is the name of a new bicycle paper published at Rochester by E. H. Corson, the well-known rider.

Tony Pastor is one of the latest converts to the beauties of the wheel, and will the coming season put the cycle to practical use.

R. Howell is out in a bold challenge, offering to race any man in the world for the professional championship at any distance.

Glasgow, Scotland, has eighteen wheel clubs, with a membership of nearly 500, and only one racing man of note among them.

Will S. Maltby is out with a challenge to ride D. J. Canary for \$100 a side and the fancy riding championship of the United States.

The Chicago Sporting and Theatrical Journal says that Miss Annie Sylvester rides the one wheel, with the handle-bars removed.

A third edition (one hundred thousand) of Mr. Charles E. Pratt's valuable little cycling book, "What, and Why," has been issued.

E. F. Fisk, of the Kings County Wheelmen, won the medal for attending the greatest number of club runs, having attended all of them.

We had the pleasure of witnessing an attempt to break the neck of the new Vietor bicycle, with the only result of a severe twisting but no break.

William Read and Sons have issued their annual spring catalogue, a large quarto, which well sets forth the good qualities of the Royal Mail

Fred Wood, the professional champion of England at many distances, who recently fell and broke his left arm, will visit Springfield the coming fall.

The Cleveland Bicycle Club will hold its annual race meeting at the Cleveland athletic park grounds, on Thursday and Friday, Aug. 27 and 28, 1885.

Southern wheelmen say that Prince and Eck are both humming that sweet little song, "We never speak as we pass by." It is hard to tell whom to congratulate.

Abbot Bassett, of Boston, who filled the position of referee with general satisfaction at the last Springfield tournament, will grace the coming one in the same position.

The Kenton county boys of Kentucky gave their first social club-night and spread, Monday, February 16. It was participated in and enjoyed by some fifteen wheelists.

W. D. Wilmot was the recipient of a handsome gold medal recently presented him by the Pacific Skating Club in appreciation of his wonderful performance on the wheel.

A 64-inch Rudge roadster is on exhibition at Stoddard, Lovering & Co.'s rooms. It is the largest bicycle in this country, and belongs to a gentleman in Dayton, O.

Rev. George F. Pentecost, the well-known helper of Mr. Moody, is still accustomed to take his regular recreation on the wheel, having been greatly benefited by its use.

Stoddard, Lovering & Co., of Boston, have issued a handsome forty-eight page catalogue of their celebrated Rudge cycles, from the press of the Springfield Printing Company.

John S. Prince proposes, among other things in the cycling line, to engage in a series of races against trotting horses this season, the distances ranging from three to fifteen miles.

Twelve members of the St. Louis Bicycle Club will make an overland trip to the National Park, as soon as the season opens, going by rail to Laramie, thence by wheel to the park.

William R. Pitman and Miss Hattie M. Knowlton were married Monday evening, February 21, at Boston. Success to our old veteran and racer, on this the new and latest path of life.

The Kenton Wheel Club, of Covington, Ky., will soon issue a road guide for Kentucky, and that part of Ohio in the vicinity of Cincinnati. Mr. P. N. Meyers is the managing editor.

A revolution in timing is expected at the coming Springfield meeting, by which all the timing will be done by electricity. This gives the time of each man perfectly and beyond dispute.

Sellers's Springfield prize cup and 2.39 record medal were on exhibition at the recent Liverpool, Eng., exhibition, and the press agrees that the cup was the most elegant cycling prize yet seen.

The new catalogue of the Overman Wheel Company is a daisy. The cover is the neatest yet, and the catalogue contains the necessary information in regard to the new Victor cycles.

Time and tide wait for no man. And the Springfield Bicycle Club has taken time by the tide will come in September 8, 9, and 10, and go out for the next three succeeding days.

One good turn deserves another, and wheelmen can do the old house of Cunningham & Co. a good turn by purchasing their new mount this spring; they have a well selected stock of cycles.

The Ixion Bicycle Club of New York will hold a 50-mile road race on Decoration Day, the prizes being gold, silver and bronze medals for the first three finishing, and the Vallean cup to the win-

Hampden Park should be called the "Raceries" to be up with the times.—Bicycling World. O. no, brother; Springfield sets the pace and follows no one. At last accounts we were ahead of the

Timely discovery, and generous use of water were what saved the building in which are located the new parlors of the Connecticut Club, of Hartford, from destruction by fire, Sunday evening, March 1.

Robert James and Richard Howell, the English professionals, are matched to ride one mile, level, on ordinary bicycles, on the Crystal Palace track, at Sydenham, May 18, for \$125 a side, open for \$250 a side.

The Pope Manufacturing Company has issued the spring edition of its catalogue. It is enlarged to fifty-two pages, and fully describes, with handsome illustrations, the machines of its man-

George E. Hutchinson has issued a challenge to any man in the country for a contest at trick and fancy riding, for \$100 or more a side; the contest to continue thirty minutes and crank machines to be used.

"How does roller skating compare with bicycle riding?" asked a young lady of a wheelman at one of the rinks the other day. "How would Noah's ark compare with a modern steamship?" was the prompt reply.

Robert Neilson, of Boston, is desirous of meeting John S. Prince in a short-distance race for any amount that may be mutually agreed upon, and thinks Springfield would be the most desirable place for the race.

Howell, Wood, James, and Lees, professionals, English, Cripps, Moore, Chambers, and Gaskell, amateurs, and a dozen or more others are mentioned by the sporting press as going to visit Springfield the coming fall.

Mr. Walter Hume, of the Albert Bicycle Club, Australia, has successfully performed the task of riding from Melbourne to Sydney on a bicycle. The time taken was eleven days, and the trip is spoken of as most enjoyable.

The craze for roller skating has not injured bicycling in the South. In New Orleans it is pleasant to note that the interest in bicycling shows no abatement, and the club membership is steadily and rapidly increasing.

President Cleveland and the new cabinet mean to be up with the times, as they are disposing of the White House horses with a view (we suppose) of using cycles. How can an administration believing in reform do otherwise?

"The roads of New York," as described on pp. 211, 212 of this issue, will form only the first third of the chapter of that name, as finally printed in "X. M. Miles on a Bi." Chapter VIII., will in foreloek, and announced its fall programme. The fact be one of the longest in the book; and additional sections of it have already been published in *The Wheel* of March 13 and 27.

The craze for tandems is accounted for by the *Cycling Times* as follows: "A young lady was heard to say that why she liked riding in front of the 'tandem' so awfully was because she always had the gentlemen *after* her then."

Wheel Life, in speaking of the recent ball of the Springfield Bicycle Club and the elegant way of doing things, says that it "brings to one the bitter reflection that our cousins are a long way ahead of us in this sort of thing."

Prince's ambition to beat everything on wheels has led him to signify his willingness to give the winner of the late six days' skating contest a start of 300 miles in a six days' race, bicycle vs. rollers, each man to have a separate track.

The Cyclist and Athlete and Springfield Wheelmen's Gazette seem to have formed a mutual admiration society.—Bicycle South. No, brother, the Athlete, like the Gazette, appreciates true merit and has the courage to say so.

Burley B. Ayres says, "The one great advantage of holding the League meet in July is that there will be no snow to block the wheels then." This was after his recent experience in reaching New York for the officers' meeting, Feb. 23.

The last issue of THE SPRINGFIELD WHEEL-MEN'S GAZETTE was a surprise to cycling publishers. The paper was got out without any noise, brag, or bluster, and shows what a little energetic work by enterprising publishers can accomplish.

Mr. G. H. Illston, formerly of the Speedwell Club, of England, and who is remembered prominently among the English racing men who came over last season, has settled permanently in Hartford, and has joined the Connecticut Bicycle Club.

The Philadelphia Cycling Record takes a bold stand on the official organship, and defines itself clearly as follows: "We do not wish to achieve the greatness of being the L. A. W. organ, nor shall we allow that greatness to be thrust upon us."

Rev. Charles L. Fry, of Lancaster, Pa., has learned to ride, and makes the fourth clerical wheelman in Lancaster county. Rev. W. P. Evans, Rev. G. Wells Ely, and Rev. S. Stall will all mount full-jointed standard Columbias this spring.

The first number of the Philadelphia *Cycling Record* has come to hand. It is a bright and cleanly printed paper of eight pages, published bi-weekly at 50 cents a year. The paper has the neatest engraved heading of any cycling paper published.

Charles A. Brady, of Brooklyn, with bicycle, is reported as having enjoyed a pleasant voyage, and safe arrival in the Barbadoes islands, where he reports roads in good condition, and that seabathing, and tropical enjoyments are rapidly restoring his health.

Grant Bell, of Minneapolis, has won the rink championship of the Northwest, defeating John Nicholson, of Minneapolis and Phil Hammel, of Chicago, in the five-mile heat races at Minneapolis, March 11 and 12. The winner rode a Star. The prize was a gold medal.

THE SPRINGFIELD WHEELMEN'S GAZETTE is not given to making promises of big things ahead, but is all the time giving its readers something new and interesting, as, for instance, see the

March issue. The only way to be sure of the best of papers is to subscribe.

Mr. C. S. Burnham, of the Waltham Wheel Club, sailed on Saturday, 21st inst., per S. S. "Cephalonia" for London, Eng., where he will take charge of the American Watch Company exhibit at the International Inventionary Exhibition. He will probably stay six months.

Kentucky has lost a very promising rider in Mr. Thomas Willison, who has decided to locate permanently in Kansas. Good-by, Tom! Don't let time, prohibition, and grasshoppers efface the memory of the many pleasant rides we've had together.—Your "blue grass" friends.

A wheelman who was traveling through the south of Scotland came across an inscription on the tomb of one Nicholas Hooke, setting forth that he was the *forty-first* child of his father, and that he had *twenty-seven* children himself. That was before the days of bicycle riding.

Wheelmen and others desiring first-class music can obtain *Thomas's Musical Journal* (\$1.25 per year), published monthly and containing good reading matter and some twelve pages of good music, with the GAZETTE for \$1.25, or present subscribers of the GAZETTE, for seventy-five cents per year.

Every one knows Henry Goodman & Bro., of Hartford, who furnished the excellent score cards for use at bicycle tournaments; they pay well for the privilege and no race meeting is complete without these excellent cards. All of the large meetings in the past two years have used these cards, in fact could not get along without them.

The excellent form of printing the records as arranged by THE SPRINGFIELD WHEELMEN'S GAZETTE has been adopted in England by the publishers of the "Wheelists' Almanac." The tables have been greatly admired by wheelmen in this country, and the publishers of the "Almanac" are to be congratulated on their wise following.

Rev. Louis H. Schneider, of Washington, D. C., is the publisher of a very complete and most satisfactory map of Egypt, the Sinaitic Peninsula and the Promised Land. He is another proof of the fact that the use of the bicycle or tricycle does not injure a minister's influence, but, by physical benefits, greatly enlarges the sphere of his usefulness.

Rev. Sylvanus Stall, of Lancaster, Pa., requests all dealers, and wheelmen generally, to furnish him the names and addresses of all clergymen in their respective vicinities who ride either the bicycle or tricycle. It is purposed to secure a complete list of all the clerical wheelmen in the United States and Canada. An early response is desired.

The April issue of *Outing* indicates the purpose of its publishers to place it in the foremost rank of American magazines. It is enlarged to nearly double its former size, and its compound title is wisely simplified to the expressive *Outing*. A new and tasteful cover and increased illustration of the best sort give it comeliness, and its table of contents is substantial and alluring.

It may be of interest to the subscribers for "X. M. Miles on a Bi." to know that the compositors of the Springfield Printing Company already have in hand the copy for its first eight chapters. The latter will contain considerable information about "The Roads around New York" in addition to what is printed in the present GAZETTE.

Chapter XI., "Shore and Hilltop in Connecticut," will probably appear in our next issue.

In reference to the invitation extended to Harry Etherington, the editor of *Wheeling*, to attend the fourth annual concert and ball of the Springfield Bicycle Club, he says: "Unfortunately, we found there was not time to get Keen's water cycle and pedal across." As the editor has promised to attend in September, we would like to ask if it is his intention to pedal across the pond.

Wheel Life says: "Karl Kron is scattering his manifestoes broadcast through the land. We have received a specimen copy of a chapter from his new American road-book, 'Ten Thousand Miles on a Bicycle,' headed 'The Coral Reefs of Bermuda,' which has already seen the light in the pages of that first-class American journal, The Springfield Wheelmen's Gazette."

S. Conant Foster, the well-known bicycling enthusiast, a member of the Citizens' Bicycle Club of New York, and the author of a book of verses published under the title of "Wheel Songs," fell a victim to pneumonia on Sunday morning, March 8. He was but thirty-one years of age, and was a son of the late Colonel George Foster. His funeral took place the 10th, and was numerously attended.

A second edition (2,000 copies) has been printed of "The Coral Reefs of Bermuda," the sixteen page pamphlet which Karl Kron is circulating as a specimen chapter of his forthcoming road-book. Two-thirds of the first edition (1,000 copies) were mailed to wheelmen in Europe and Australia, early in February; and the result of this systematic canvass for foreign support will be awaited with interest.

A gentleman of Sanford, Florida, has struck upon an ingenious way by which to conquer the "everlasting sand" of that territory. He has altered his Standard Columbia bicycle by widening the forks at the top, removing the rubber tire, and in its place substituting a flat iron tire about four inches wide. Judging by the way its owner propels it, there must be a peculiar exhilaration in "sand cycling."

A writer in the Fort Wayne World says the best hobby to ride is the bicycle or tricycle, and to "test its unceasing charm you will enjoy the same untiring pleasure as he who sings its praises in the following lines:

'The sun lay crimson in the west,
The soft breeze fanned my brow,
I rode the steed I loved the best,—
Would I were riding now!'"

Says the Cycling Times: "'There is very little difference between swimming and bicycling,' remarked the 'witty one' of our club the other day. 'How's that?' queried our trumpeter; 'Why,' replied he, 'one takes a "header" and then a spurt, while the other takes a spurt and then a header.' 'But there's a wide difference in the way they enjoy their "headers," 'said our latest member, who spoke from experience."

The Bicycling World should be the official organ of the League. Its enterprise is commendable from the fact that the report of the League meet in Washington last May appeared in the World of the same week, while we had it in installments in the L. A. W. Gazette for one month. The same can be said of the report of the officers' meeting, February 22. Official news grows old and stale after a week or two, and loses its inter-

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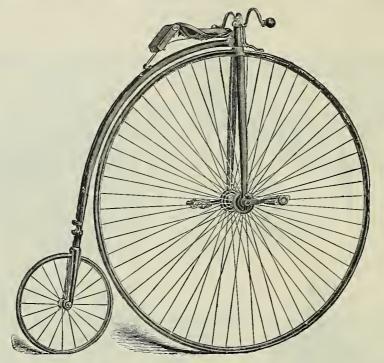
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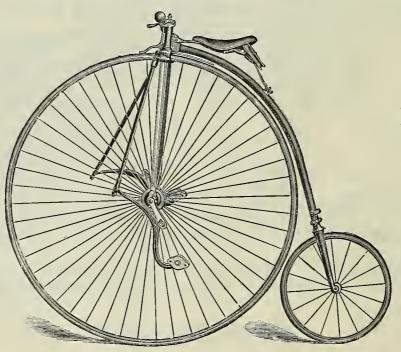
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est. Wake up, brother editor and publisher, let us have a little push in the official gazette.

A clerical party is being formed for a tour in Canada during the present season. Rev. Sylvanus Stall, of Lancaster, Pa., has the matter in charge. The party will meet at Niagara Falls, August 5, and return to that point August 26—making a run of three weeks. The entire tour is to be arranged with reference to the comfort and physical profit of men in the active ministerial work, and the expenses for the three weeks are to be very low.

One of our leading (?) cycling contemporaries boasts of a five-cent competition among its contributors, and then has the nerve to try to imitate our large March issue. We rather reckon it will take nearly 30,000 five-cent pieces to pay for an issue that will equal the Springfield Wheelmen's Gazette for March. But then we accept the compliment, for "imitation is the sincerest flattery," and shall watch for the coming issue of April 3.

At the Lutheran mission at Guntoor, India, a native evangelist uses in his work a bicycle, made and formerly ridden by one of the American missionaries. There are few regular roads, but the paths that lead from village to village afford an excellent road for the bicycle. One of the missionaries in writing to Rev. William P. Swartz, who is under appointment and is to sail this summer, said that if he could bring a bicycle with him, it would be of great service in his work.

The Photo-Gravure Company, of 853 Broadway, N. Y., has been awarded the contract for supplying the heliotype likeness of "Curl, the best of bull-dogs," which is to serve as a frontispiece for Karl Kron's road-book; and the author remarks that, "if the heliotype succeeds in reproducing the life-like appearance of the original ambrotype, every shoulder-hitter and bar-tender in America will want to buy the volume, simply for the sake of securing the picture."

The managers of the "Big Four" tour will offer, in order to provide a pleasant diversion for the tourists, a gold medal to the winner of a too-mile race, to be run for during the tour over the finest of American roads, starting from Cobourg, through Wicklow, Colborne, Brighton, Trenton, Belleville, Shannonville, Napanee, Westbrook, Cataragai, ending at the Thousand Islands. Competition open to amateurs, and only one representative of each crank or safety machine allowed to enter.

Mr. A. L. Atkins, the head salesman at the Pope Manufacturing Company's Boston office, and L. A. W. Consul of that city, has just issued a "Cyclist's Road Book of Boston and Vicinity." The book is nicely printed, convenient in size, and the contents consists of forty-two excellent routes very carefully prepared. The turnings are designated as right or left; the condition of the roadbed is given, and notes of peculiar interest to wheelmen accompany the routes. It will be sent to any wheelman on receipt of fifteen cents.

The grand army of bicycle riders has attained such numbers and permanency in the few years covered by its history that it has a system of tactics of its own, and a manual wherein that system is taught. A second edition has just been issued of "Bicycle Tactics, a Complete Manual for Club Drills," of which Mr. T. S. Miller, 23 South Jefferson street, Chicago, Ill., is the author and publisher. Mr. Miller is President of the Chicago Bicycle Club, and his book is clear, ex-

plicit, suitably illustrated, and is sold for 20 cents. It will speedily be found, we doubt not, in the hands of every bicyclist who desires to keep pace with the progress of the fraternity.

The list of localities which, at the close of January, had supplied subscribers to "Ten Thousand Miles on a Bicycle" (p. 171, in last month's Gazette) has since been considerably increased. Switzerland and Japan are the latest nationalities added; and Florida has secured a place, by the removal thither of a Connecticut subscriber, so that Nevada, Idaho and Indian Territory are the only sections of the Union not yet represented on the list. Its total, March 31, was 2646, whereof 46 are assigned to Australasia and 64 to England.

The following advertisement appeared in the Dakota Free Press: "Rev. F. M. Shaw, trick bicycle rider and fancy trick skater, will be at the rink on Saturday evening, Feb. 14. He performs over fifty of the most difficult feats on the bicycle. This exhibition should be seen to be admired. Come, everybody, and see the finest exhibition before the public. Mr. Shaw, although, perhaps the finest skater in America, does not follow the business for his own personal benefit, but is desirous of raising enough money to pay off a mortgage on his church, which falls due in the near future. Admission, 25 cents."

The handsome new catalogues of the Overman Wheel Company, Stoddard, Lovering and Co., and William Read and Sons are from the press of the Springfield Printing Company, printers of The Springfield Wheelmen's Gazette, and the handsome work of the Springfield Bicycle Club, Karl Kron's new book, "X. M. Milcs on a Bi.," etc., etc. The editor of the Gazette and president of the Springfield Club is also superintendent of the printing (which partly accounts for the excellence of workmanship in the above publications), and would be pleased to hear from those wishing excellent printing.

Turf, Field and Farm, which is an authority on horse racing, says, in speaking of the injurious practice of pool selling and betting that, "We have always condemned the practice of keeping open pool-rooms and book-making places in the cities and towns, and nothing has done more to injure race tracks and bring the sports of the turf into disrepute than these same pool-rooms kept open in defiance of law." And yet we find men who openly avow that betting and pool selling are essential to success of bicycling. Well! not this year, for what has ruined one sport cannot be expected to increase the interest in another.

The programme of the Springfield tournament for this year, which will be held on Sept. 8, 9, and 10, contains two professional safety bicycle races, presumably for the benefit of the Englishmen who anticipate attending, as the wheelmen on this side of the water have not yet been taken with the safety craze.—The Bicycle South. What nonsense! Our Southern brethren want to wake up and remember that the Springfield Bicycle Club leads the way, and let those follow who can. We make no races for the benefit of any one. They are only made out for the amusement of the general public and not as the Bicycle South suggests.

Speaking of ladies' dress for tricycling, Violet Lorne says in *Wheel Life:* "I am very sorry to find so many ladies declaring in favor of the divided skirt, or of more distinctly masculine underwear. I have never been able to see the faintest necessity for trousers in connection with ladies

tricycling. Neither they nor their sincerest flatterer can put forward any real claim to the divided skirt as an advantage in the way of convenience, comfort, or decorum; at least, this is my own practical experience, and I believe it will be corroborated by hundreds of other riding women." We fully agree with the above, and hope the system will never be attempted in this country. It is as ungainly as it is uncalled for.

Wheeling, in announcing the Springfield tournament, says: "That leading and all-important club of Yankeeland, the Springfield B. C., has applied to the League of American Wheelmen for the Io-mile championship of the U. S. A., to be run off at their big race meeting to be held in September next. We are glad to hear that the Racing Board will probably vote to give it to them. More power to your elbow, Ducker; we do appreciate any effort, made by either Britisher or Yank to keep the lead, when once obtained. We will 'grip' you in September." Right you are! We have the lead, and, what is more, intend to keep it. Come right along, brother, and we will extend you the right hand of fellowship.

The petty jealousy with which the L. A. W. officials have treated the Springfield Bicycle Club the past year was never more apparent than in the following, clipped from the official paper, which the compiler well knew to be misleading. Springfield, with more members than six of the cities named, is purposely left out. We append the list for perusal. "The following table was compiled from the L. A. W. mail lists, and gives the exact number of League members in the most prominent cities: New York, 272; Philadelphia, 247; Baltimore, 165; Boston, 164; Brooklyn, 156; Chicago, 125; Newark, 91; Cleveland, 91; Buffalo, 73; New Haven, 68; Washington, 52; Cincinnati, 51; Hartford, 50; Elizabeth, 48."

A curiosity of the Stanley show was Butler's self-propelling tricycle. The advantages claimed for it are as follows: The invention is an application of ordinary petroleum as the impelling agent. Firstly, a combustible gas is generated from it, when it is conducted to a two-cylinder gas engine, where it is ignited by sparks from a King electro-dynamo, so securing an immunity from any danger, and a certainty of action. The estimated cost for fuel will be about (with a good margin) three pence an hour, and exerting a force of about two horses, and revolutions to equal going at a speed of from 10 to 12 miles an hour. It is self-starting, and entirely hung on springs, as well as being completely under control of the rider.

Nearly 3,000 people attended the cycling entertainment given by the Kings County Wheelmen at Brooklyn, Wednesday evening, February 25, which was by all odds the finest ever given in that city. The opening parade included 60 of the Kings, 24 of the Brooklyn, 17 of the Citizens, 16 of the Hudson County, and 16 of the Ilion clubs. A. B. Rich, New York Bicycle Club, won the mile race in 3m. 142s. A. C. D. Loucks defeated Ed. Petters in a mile tricycle race in 4m. 54s. Petters, on a "Kangaroo," defeated Hegeman on roller skates, one mile, in 4m. 29s. Finley gave a fancy riding exhibition, and defeated Frazier in a game of polo on the Star bicycle. The drill of the Kings County Wheelmen was admirably performed.

"'Stop Thief!'" is the heading of a letter which I've sent to the Cyclist and Athlete," writes

Karl Kron, April 3, "concerning a strange demand which he allows an unknown correspondent ('V. M. H.,' of 'General Wayne, Pa.,' March 28), to make of me in the current issue, that I 'pay back his dollar.' Let me assure you that the editor seems to have been imposed upon; for not one of my 2,658 subscriptions is accredited to 'General Wayne, Pa.'; nor can 'V. M. H.' be found among the initials of the 68 subscribers who, in spite of my expressed preference for pledges to dollars, have chosen to entrust their money to me in advance. Such money will always be promptly refunded to any one who chooses to return me the receipt for it."

A correspondent, writing us from San Francisco, says of the New Golden Gate Bicycle Club (professional), that Messrs. Biederman and Luckhart are about the only ones who are members of it. Prince, Howell, and Woodside were elected honorary members without their consent at all. The other members of the club live about 200 miles apart, and I doubt if they are members. Messrs. Biederman and Luckhart are both very loud in their dress. They used to go out to the park with flaming red socks and racing suits (tights) on, and create a general sensation among the fairer sex at the park. This they kept up until one day a bull was attracted by the red, and gave chase, and so scared them that they thought they had better adopt a different color. As none of the riders have anything to do with them, they thought they had best get up a club of their own.

The 2,500th subscriber to "Ten Thousand Miles on a Bicycle," is W. R. George, honorary treasurer of the Sydney Bicycle Club, New South Wales, Australia, of whom it is said that "he rides daily, all the year round, and has grown-up children who are also cyclers." In sending in this subscription,—the sixth from the club,—the long-distance tourist of Australia, James Copland, writes to Karl Kron as follows, from Sydney, January 29: "Mr. Shakelford, of Melbourne, is the coming man in Australia, and will, without doubt, shake many existing records, during the coming season. He recently did three miles (less 35 yards), on grass, in 9m. 2s., and is reported to have gone close to record for the mile, in practice. He is riding a 58-in. racer, whose weight is 25 lbs. The new safety bicycles just arrived here bid fair to revolutionize the whole wheel trade."

THE BAD BOY'S LATEST .- Dear diary, this Sunday evening I am overburdened with grief, and have been punished, simply because I yearned for knowledge. I wanted to know if it would make any difference to Johnny Baggs' big brother's riding, if I inserted a needle in the saddle of his bicycle in a vertical position, with the business end upwards; you know, dear diary, I hate asking questions, so I borrowed a needle from the cook, and just managed to complete the patent before he wanted to ride. 'Then taking up my position I awaited the result. Johnny Baggs' big brother's sisters were looking out of the window, and his sweetheart came with him to the gate to see the start, and after a lot of kissing, he proceeded to mount. Dear diary, the end is too queer and too funny to put on paper, but, believe me, it made a lot of difference to Johnny Baggs' big brother's riding. I laughed so, I had a fit. - Wheeling.

An important case against a party of bicyclers was decided in their favor at Springfield, Ill., whence the case had been taken from Keokuk. A year or more ago when the bicycle fever struck

the town these gentlemen concluded to take a spin and give a free exhibition of their skill and grace in the latest style of locomotion. On the way, when near Elvaston, a horse attached to a buggy became frightened at the new style vehicles and ran away. The occupants of the buggy, Lizzie E. Blincoe and Sarah D. Blincoe, were thrown out and injured. The young men were not at fault, but the Illinois people seemed to think so. Each brought suit at Carthage, estimating their damages and asking for judgment for \$10,000, respectively. The defendants were Ed. H. Rothert, Joe Delaplaine, Geo. W. Delaplaine, and Reid Craig. The defendants took the cases to the United States court at Springfield, and then the plaintiffs had them transferred to Keokuk. The claim was reduced by plaintiffs to \$4,500 in each case. It is evident that the Illinois people concluded that the grounds for damages were flimsy, for Thursday both suits were dismissed, and plaintiffs paid all the costs incurred. Thus ended the bicycle suits.

The St. Louis Ramblers' first annual spring race meeting will be held on Saturday, May 23, 1885, on the grounds of the St. Louis Fair association. The following races will be run, viz.: (1) 1-4 mile heats, gold medal, \$25.00; (2) 1 mile dash, gold medal, \$35.00; (3) 1 mile, 3.15 class, first heat, gold medal; (4) 2 mile handicap, gold medal; 1 mile, 3.15 class, second heat; (5) 5 mile dash, cup, \$75.00; (6) 1-2 mile heats, gold medal; 1 mile, 3.15 class, third heat; (7) I mile, hands off, ball pedals; (8) 3 mile dash, gold medal, \$50.00; (9) 1 mile consolation, gold medal. Entries will close May 20, 1885, and should be addressed to Arthur Young, care Frisco Line, St. Louis, Mo. Entrance fee will be 50 cents for each event. The track is a circular four-lap clay track, perfectly banked and sheltered on all sides by an immense amphitheater, second only in size to the Coliseum at Rome. The tournament is entirely under the management of the club, and no expense will be spared to put the track in the most perfect condition for racing. From the natural advantages presented, it is expected that the track on the day of the race, will be second in speed to none in the country. In case of rain the circular three-lap board track under shelter, in the same grounds, will be used. The above events are open to all amateur wheelmen and will be run under the rules of the L. A. W. All contestants will be furnished with a ticket of admittance to the grounds, dressing room, and track.

### Correspondence.

#### FROM THE CITY OF ELMS.

Editor Spring field Wheelmen's Gazette:-

THE Springfield Wheelmen's Gazette comes to New Haven and finds a warm welcome, containing as it does more news and reading matter than some bicycling papers do in six months. It is made up in a form most interesting and acceptable, and we congratulate you upon the typographical appearance of your journal.

Bicycling in New Haven is becoming an assured fact, and is assuming a practical aspect. Three physicians make their daily calls upon them. One clergyman uses one in visiting his parishioners, and innumerable clerks, salesmen, and mechanics are riding and learning to ride as a means of conveyance to and from business. Then there is a constantly growing field of those who ride from love of the sport alone, and we can probably num-

ber in our midst 500 wheelmen. New Haven contains but three clubs, the New Haven Club, Ramblers, and the Yale Club. A few of the Ramblers seceded and organized a club called the Knickerbockers, but they were kickers; they died a natural death.

The majority of wheelmen do not see any advantage accruing from belonging to a club, and stand aloof and reap the benefit the clubs have been to wheeling in its infancy.

The old New Haven Club still holds its own. The third club to join the L. A. W., it has been a firm supporter ever since, and has used every endeavor to further its interests. It claims as members three of the fastest racing men of the country,—Hendee, Hamilton and Wait,—and has been the projector of some successful and interesting race meets.

Although its membership has not exceeded thirty, it is made up of professional and business men who are thoroughly enthusiastic and determined, and are widely known from their connection with leading bicycling events and institutions. They have opened the year with a new set of officers, who are already at work and devising a scheme to secure a handsome club-house.

The Ramblers are a jolly good set of fellows: hospitable and warm-hearted, seeking no gaudy chaplet, but a good time. Their inimitable drill-team may be seen several times weekly going through the mazes of the drill, and they are justly entitled to the praise they receive.

The Yale Club comprises a large proportion of the college riding men. It has a number of enthusiastic members who are favorably known in racing circles—Hamilton, Crawford, Maxwell, Rustin, and others. They are not asleep. Already preparations are going forth to give a big tournament on Decoration Day, on behalf of the Yale navy. They have obtained the 20-mile race for the Pope cup, and have made application for one of the L. A. W. championships, should they decide to hold a two-days tournament. The track committee are unusually efficient, and the track will be in good order, and already the more daring record breakers are contemplating more glory.

The New Haven wheelmen have given their machines no time to rust this winter. The riding at times has been superb. One member of the New Haven Club has ridden every day bit three, since the beginning of the year, and those were passed over on account of sickness. All descriptions of machines may be seen upon the streets: the primitive bone-shaker, the ungainly American roadster, which is a local production, the tandem bicycle, the tandem tricycle, the sociable, the Facile, the Rudge safety, and many makes of the ordinary wheel.

There are two tracks in New Haven. The Vale Athletic Association has a quarter-mile cinder-track, built at great expense,—but like many other cinder-tracks it does not prove to be fast for bicycling. Hamilton Park trotting track is made of sandy Ioam and makes a fast track for a bicycle if a little care and money is spent on it shortly before using. It very much resembles Hartford and Springfield tracks, and we look forward to May 30 of this year, to see equal glory rest upon it.

Do not think that because we have not rushed into print, we are dead or dying in New Haven. If we must die, we would die a death like Samson's, and build over our tomb a monument as everlasting as the future of the wheel.

"HERMES."

#### HARTFORD LETTER.

HARTFORD, CT., March 20, 1885.

Editor Spring field Wheelmen's Gazette:-

Although the riding season of '85 may now be considered fairly opened, none but the most enthusiastic cyclists (or cyclers, if you prefer) have as yet made any real use of their cycles hereabouts. Our city rake and hoe brigade has thus far withheld the beneficent influence of its annual spring campaign, and the loose macadamite turned up by the winter's frost renders cycling in town very disagreeable. The March winds this year have blown with particularly hyperborean fierceness, and the city has been continually enveloped with great clouds of argillaceous, triassic, original Connecticat valley dust, decidedly bad for the optical and respiratory arrangements of a wheelman or any one else; but, nevertheless, some of the principal avenues leading out of the city have been for several days in beautiful shape for the wheel, notably Farmington avenue, which from its junction with Asylum avenue, to West Hartford, a distance of four miles, furnishes magnificent riding ground, and those who have ventured there during the intervals between the blasts have enjoyed themselves most thoroughly. Speaking of Hartford streets, I am reminded of the ridiculously inefficacious attempts of our street sprinklers to strike a happy medium between dust and mud. In dry weather unless a water famine is alarmingly imminent, the thoroughfares of this town are hourly subjected to a species of hydropathic treatment which the word sprinkling utterly fails to dcscribe; drenching would be more appropriate; and this "crying evil" is deplored by the owners of fine carriages as well as wheelmen, and it has given rise to much pungent facetiousness on the part of those who have endeavored to call public attention to the matter through sundry newspaper columns, entitled "Letters from the people."

The two days' fall meet of the Connecticut Bicycle Club is being quietly talked up, and the members of the club are thoroughly interested in what will probably be eventually announced as the finest two days' tournament ever held in America. You may remember that last year we assumed the responsibility of announcing the "finest one day's meet," etc., and the assumption was fairly well verified by practical results.

The building containing the club's new parlors was maliciously set on fire in two places simultaneously on the night of March I, and but for prompt discovery, and vigorous use of water, would undoubtedly have been destroyed. The results of the fire necessitated the overhauling and repainting of the stairways and corridors leading to the club rooms, and the general appearance of things is now more imposing than before the nipped-in-the-bud conflagration.

Mr. .G. H. Illston, formerly of the Speedwell Club of England, who is remembered among the well known English amateurs who visited this country last season, has become a permanent resident of Hartford, and an active member of the Connecticut Club. Mr. Illston is training regularly, and proposes to race again this year. Illston, Bidwell, and Way ought to make a crack tugof-war team.

Considerable interest is manifested in the coming L. A. W. elections, and the new chief consul for this State will, it is rumored, be chosen from the membership of the Connecticut Bicycle Club.

Mr. Elliott Mason, of the Citizens, New York, an old friend of the Connecticut Club, has lately

presented it with a handsomely framed set of engravings, which conspicuously add to the decorative features of the new rooms.

To depart once more from matters local to matters general: What a providential benefit it would be to the readers of cycling newspapers, if some convulsion of nature were suddenly to wipe out the various authors of "important letters," and 'sworn reports" designed solely and disinterestedly (?) to aid beginners, and others about to purchase new machines, in making judicious selections. Some of the advertising methods used by the participants in the internecine war now raging between cycle manufacturers are admirably adapted to excite the disgust of the reader. Honest advertising is commendable, but such bought and paid for stuff as communications signed by "champion" somebody, to the effect that there is only one make of cycle in the world that is worth buying, and statements of repair shop artists, showing that out of 1,000 machines repaired during a certain period, 999 were of other than one particular make, should be suppressed as unhealthy literature. Purchased information, thinly disguised as the personal opinions of those whose experience entitles them to be considered good judges of bicycles and tricycles should be disregarded on principle, even though the wares recommended may be first-class. Of course one can't make a great mistake in buying any of the best known machines. Probably the best adapted wheel for the first year's use of a beginner is the Standard Columbia. I bought one of the old-fashioned kind five years ago for \$75, and after banging it around a year, sold it for \$65. Afterwards it passed successively through three different ownerships, and last year was sold again for \$50, and at last accounts it was still running. The Standard has a great many lives, and will stand any amount of hard use, and it is low priced, as prices go, though it seems certain that all wheel prices are very exorbitant. Let us hope that the financial history of the sewing machine will be repeated in the cycle. While the Standard is especially fitted for beginners, it is of course too heavy and cumbersome for experienced bicyclists, who, if they haven't already done so, will find a good light roadster, equipped with an easy saddle, their best mount if they desire speed, and easy hill

Apropos of saddles, it seems to me that the recent wholesale condemnation of the statements of Drs. Strahan, Richardson and others as to the possible grave ulterior results of using the wheel improperly, is a great mistake, and unmitigatedly bad. Rather should the warnings of these physicians be given careful heed. I have read their statements carefully, and have seen them practically verified in at least two instances. They have shown simply, that in order to use the wheel safely, a properly sized machine, and proper saddle are necessary, and I don't see why the doctors are not entitled to our thanks, rather than our ridicule. The great danger seems to be found in the notion that it is desirable to ride as large a machine as possible, and I believe that two out of three of the whole cycling fraternity would be better off on smaller wheels than are now generally used. Last year I came down two inches, and can clear my saddle by a clean inch while standing on the pedals when they are at any position, and find that I can ride faster and climb steeper hills than ever before, and I have no personal anxiety whatever as to questions concerning ischial tuberosities, perinæum, or any other part

of the complicated human engine. After using several varieties of saddles, I have settled upon the Lillibridge as suited to my case exactly, though I should say that the new Victor saddle, which I haven't yet tried, may in some respects be an improvement on the Lillibridge. I have found the Duryea saddle admirable for smooth road work, but for rough riding its use is attended with uncomfortable jolting, bad for both bicycle and rider. A great advantage of saddles of the Duryea, Victor, and Lillibridge types over the ancient suspension and more modern long-distance saddles is that they enable the rider to use a larger wheel, though many riders complain that they don't find them so easy to stick to in coasting. If any bicyclist who uses the sliding spring and long distance saddle finds that the reach is longer than he can safely stretch, he can usually overcome the difficulty by changing to either of the saddles I have mentioned.

How about the safety? The coming wheel? Hardly. A coming wheel certainly. In fact, it has already come, but although it is apparently well adapted to the wants of a certain class of riders, the lovers of the graceful lines of the regular bicycle, and the harmonious appearance of rider and machine as a whole, need not be alarmed at the prospect of its being superseded in the favor of the majority of wheelmen by the dwarf wheels or any other product of the inventive spirit of this age, which is certainly an age marked by a multiplicity of inventions. The writer of these lines recently took a short trip on a Kangaroo, and such of the inhabitants of this city as chanced to see him were visibly affected at the sight. He was earnestly requested to "get a man's size"; to "get off and carry it"; to "stop and let it rest." Just imagine a parade of the League of American Wheelmen mounted on 36-inch wheels! Fancy Kaiser Wilhelm's imperial cavalry mounted on Jerusalem donkeys! The safety is, it seems to me, better than the tricycle for those who haven't the nerve to ride a full-grown bicycle; it is lighter, less cumbersome, will go where it would be impossible to use the tricycle, and is safer and easier to propel, but the experienced bicyclist finds his notion of a "safety" machine pretty well idealized in the regulation wheel, and possibly whatever real or imagined danger attaches to the high wheel may act on the whole beneficially by adding a certain zest to his exhilaration and enjoyment in

#### THE NEW ORLEANS WORLD'S FAIR.

Editor Spring field Wheelmen's Gazette:-

Having a few days at my disposal while in the Crescent City recently and having promised to write of the World's Exposition, I visited the mammoth enterprise, which was full of interest to me, and the following facts gleaned, although they do not partake of a bicycling flavor, may interest your readers.

You can reach the World's Exposition from any central point of the city, by various street car routes, and on arriving at the entrance to the grounds of the Exposition proper, a charming sight greets the eye.

As you set out on your mile walk from the end of the big building which is nearest to the Mississippi river, to the extreme end of the Government building you pass a nave or auditorium, to the left. There you see what seems to be a little arch and a few chairs. You might easily pass this little arch and platform and pile of chairs unseen, it

is apparently so small; yet that apparently small auditorium has chairs for the comfortable seating of ten thousand people. I only speak of this in order to give some faint notion of the vastness of the edifice. On this platform and in this little nave the ceremonies of the inauguration were held. Here, it is said, all the presidents of all the republics of the land of Columbus are to meet; here judges, generals, men of science and of letters, teachers and profound thinkers-a congress of all that is great and illustrious-will come together. It has been said that the entire buildings of Paris and Vienna which were devoted to their fairs could be put into the one main building of the New Orleans Exposition. It is about onethird larger than that of the Centennial at Philadelphia; but it remains to be seen if it will prove such a success as the Quaker City Exposition. The engines used for lighting the place are of tremendous power, and to watch them while in motion is a treat to those interested in big mechanical movements. Perhaps some definite conception of the largeness of the place might be arrived at by contemplating the number of acres involved. There are here about seventy-five acres under roof. Now if you will go into the country, and try to find a field as large as this seventy-five acres, you can in some way judge of the magnitude of these colossal structures.

#### THE GROUNDS.

The grounds consist of a smooth level field of vivid green, dotted with lakes and gray-bearded old druid oaks, back of which runs a grassy embankment. This is the levee, built at any time and at all times during the last two hundred years, to keep the Mississippi out. Around on the outer side of this crescent, curving here like a drawn sword or cimeter, you see ships sweeping past, and they look precisely as if they were sauntering along the banks of the river and looking down from their lofty eminence into the tree tops. The scene is unique and startling, and without example in the world.

#### THE EXHIBITS.

My own private opinion is that Mexico, in point of interest and instruction, is going to carry off the palm. You see the most of the other things, or something like them at least, in other lands and at other Expositions. But Mexico is unique. With the oldest civilization on this continent, and her wonderful history, she has much, to begin with, in the way of sentimental interest. And then her products are rich beyond parallel. All her goods are displayed with rare taste, in a modest way, in a building set apart for her. This building, though small compared with the others, is of itself an attraction, being one of the best and the brightest things in the way of architecture on the whole grounds. These picturesque quarters are way down in a corner of the park. I hope my readers will not perceive an undue amount of adulation for Mexico in this, for I must confess that one of her fair daughters, the proprietress of a "tamalli" stand in San Antonio, is responsible for this excessive amount of taffy. The generous action of the Mexican Government in promptly contributing nearly a quarter a million of gold to the enterprise, and the fine behavior of the officers in charge, have won for Mexico much good will and admiration already, both from Americans and strangers. Here you see heaps on heaps of precious stones-opals, pearls, diamonds, and rubies, and indeed all things that are hidden in her great rich heart; heaps of gold, rich and yellow from the mines; silver in bars and ingots and bricks; great seams of silver and gold threaded in together, that have been hidden away in the mountains' heart, where it was placed by God's finger on the day of creation, until to-day; threads and seams and flakes of silver and gold that never saw the light until a little time ago;—a glittering house of gold and silver and precious stones is this of Mexico.

The great Northwest is also well represented here. Fourteen car loads from a territory-Dakota! This is enterprise. Nebraska is here with thirty-three car loads on exhibition. Minnesota shows up well with a fine exhibit. Kentucky is here with the two "W's"-wood and whisky. Tennessee has 115 kinds of commercial hard wood. California exhibits thousands of dollars worth of rare old brandy. Kentucky wood and California spirits! I have mentioned only a few of the things which strike me as strange. For instance, who would expect brandy from California and wood from Kentucky? And who would ever believe that Tennessee has finer marble and a larger variety than all Italy? Well, this show will teach us many things, I can tell you.

This is a climate that not only tolerates, but invites, even compels, color. Nature sets the example. The boundless blue skies compel some sort of relief and contrast to their glorious monotony. There is no gold so golden as is the fruit of these orange trees, and their leaves are like banners. And so I find the five miles of approach to the fair grounds, from the heart of the city to the upper edge of it, a most delicious bit of road. The whole way is through a green grove of magnolia trees. The road is of that perfect kind which prevails in Washington, and so a drive of many miles in these roads, under the magnolias and amid the March roses, puts you in a splendid mood to lift your hat at the scene before you as you approach the Exposition grounds. And you will lift your hat, my word for it, and wave it too, and shout with exultation and delight, pride, and joy at the achievements of the land, as you catch a glimpse of this city of banners above the tops of the magnolia trees. The sense of life and movement here, the countless multitude, the coming and going, the shouts of youth and the tranquil delight of age, the victories of peace, the triumphs of art,-all these will make the day memorable as one into which years were crowded.

In conclusion, I would say the bicycle exhibit has been sadly neglected, the only attempt at display being made by the Star Company. The "Columbia" is an unimportant exhibit.

"SPOKES."

#### Editor Spring field Wheelmen's Gazette:-

Certainly I could not help smiling when perusing a paragraph on page 175 of THE GAZETTE, by "Bay City," wherein your readers are led to believe that in this glorious climate some phenomenal racing men exist. The world's record of thirty-eight seconds, both in itself and the gentleman who did the performance, has always had my greatest admiration, though I must quietly admit much pleasure in learning of its being bettered one second by a brother rider here, who walks right away from me every time, and, indeed, it is quite a compliment to be considered the holder of a record of five miles in fourteen minutes, but as the performance must have been done, as usual, by admiring friends (on paper), I will with all the modesty possible remind some begin-

ners who talk of records, that "George's" wonderful performance in fourteen minutes and eighteen seconds has been quite fast enough up to the present time, with everything in its favor to remain as the five-mile record of the world. Permit me to add, for the benefit of your correspondent, that on May 30, 1884, on an out-door track, the second, third, fourth, and fifth miles of a five-mile race were done in six thirty-one (6.31); nine fifty-nine and one-half (9.59 1-2); thirteen thirty-one and one-half (13.31 1-2); and seventeen minutes (17), respectively. It is really distressing, considering the material we have out here now, that the above remarkably slow Pacific coast records have not been greatly bettered long ago, though trusting that they will be, and that at a very early day,

I remain cyclingly and truly yours,

H. C. FINKLER.

SAN FRANCISCO, March 24, 1885.

NASHVILLE, TENN., March 23, 1885.

Editor Spring field Wheelmen's Gazette:-

The wheeling season is now at hand, and wheelmen of Nashville have begun to take runs of twenty-five or thirty miles on Sundays to the neighboring towns of Lebanon, Franklin, Ashland, Gallatin, and over smooth roads for which the vicinity of Nashville is noted. The Harding pike affords the Nashville cyclers a delightful run for about seventeen miles, over one of the most beautiful and picturesque roads in the country.

We have two clubs, The Nashville Bicycle Club and the Rock City Wheelmen; the former being one of the oldest clubs in the South, while the latter is only a year old. There is talk of a consolidation of the two clubs, and a committee has been sent out from the Nashville Bicycle Club to wait upon the members of the Rock City Wheelmen and present the proposition to them. In case this consolidation is effected Nashville will have one of the strongest clubs in the South. The new park is to be completed this spring and those interested in wheeling are endeavoring to induce the park commissioners to make a cinder track. Should the track be made, and there are probabilities that it will be, there will be a tournament this summer which will bring out some of the professionals. The races last year were on the fair ground track used for horse racing.

" FIFTY-FOUR."

Editor Spring field Wheelmen's Gazette:-

Nashville, Tenn., is a city of 65,000 inhabitants. The surrounding country is very hilly, yet we have good roads and fine coasting, also two tracks. There are two bicycle clubs here,—the Nashville Bicycle Club with twenty-four members, and the Rock City Wheelmen with twelve members.

There is a movement on foot to consolidate these clubs, thus making one large body of wheelmen, which it is thought will strengthen the cause of cycling in this vicinity. Henry Hartung is president, and De Talbot secretary and treasurer, of the Rock City Wheelmen; and A. E. Howell president, and E. A. Coles secretary and treasurer, of the Nashvilles. The Nashville is a League club.

We have the Club, Columbia, British Challenge, Harvard, Sanspareil and Star bicycles, and the Victor and Columbia tricycles.

THE GAZETTE is the best paper published in "239."

## \*THE NEW WHEEL\*

# The "SPALDING."

(HIGHEST QUALITY.)

ROADSTER, LIGHT ROADSTER RACER.



### \*ALL BUILT TO WIN! \*-

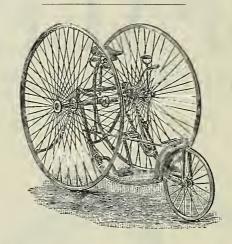
Complete stock ready for delivery March 15th. Send for Catalogue giving detailed illustrations and descriptions before you buy a Wheel.

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108 MADISON STREET, CHICAGO.

241 BROADWAY, NEW YORK.

## THE COLUMBIA TRICYCLE.



THE COLUMBIA TRICYCLE is the lightest loop-frame Tricycle on the market, and is a thoroughly reliable and practical roadster, as the two seasons' use has practically proved. It is a genuine double-driver, having a central compensating gear, which is the only real BALANCE gear yet constructed. The bearings are of the well-known COLUMBIA adjustable ball construction, including those for the pedals, and the crank shaft bearings and the main shaft bearings are held in swivel boxes for greater steadiness and truth of bearing. The pedals are so constructed that the ball bearings in them are as perfectly adjustable as in bicycle pedals, and the balls traverse everywhere an unbroken path, which makes them peculiarly excellent. The only practically successful power gear, so far as applied to a tricycle, is applied to and sold with this machine, and, notwithstanding some objections suggested by those who have not succeeded in applying the power gear successfully, if the testimony of experienced riders may be taken it is a valuable feature for hill riding and rough roads. The framework of this machine is entirely of weldless steel tubing, the materials are of the best, and the adjustments have been brought as near to perfect accuracy and security as could be attained.

See Other Pages for a Description of the New

## COLUMBIA TWO-TRACK TRICYCLE,

AND THE NEW

## COLUMBIA LIGHT ROADSTER.

Our New Spring Catalogue (52 pages) is just issued, and will be sent free upon application.

## THE POPE MANUFACTURING COMPANY,

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## THE STANDARD COLUMBIA BICYCLE.



THE

#### STANDARD COLUMBIA BICYCLE

REMAINS THE

"OLD RELIABLE WHEEL"

Which has become the most popular and has gone into the largest use of any bicycle in this country.

It is a stanch and reliable machine for beginners, for business purposes, and for all-around road use.

It was designed to meet the want, still widely felt, of a substantial, first-class road machine at a moderate price.

It is presented again for this season upon its merits and popularity already acquired.

## THE EXPERT COLUMBIA BICYCLE.

THE EXPERT is a medium-weight full roadster bicycle, in the construction of which strength has not been sacrificed for lightness nor durability for cheapness. It was designed to stand hard and long usage on any road with any weight and strength of rider. It is in actual use by a greater number of riders than is any other bicycle in the United States, except the STANDARD COLUMBIA, and is therefore so well known as to need little description. Amongst the special features of this machine may be noted the hemispherical steering centers, the peculiar section of front forks, the homogeneous weldless steel tubular rear forks, the Knous noiseless spring clip, the strengthening attachment for the handle-bars, both straight and curved, and the ball bearings of the front and rear wheels,-all of which are peculiar to this machine and have helped to make its unparalleled reputation. The rake of the EXPERT was a new departure at the time it was introduced, being 2 inches for a 54-inch wheel and the same angle on other sizes. It insures strength to the machine, steadiness in riding, easier trundling, and a proper degree of safety in passing over obstacles. Not only in practice, but also in scientific theory, has this rake as well as several other features of construction in the EXPERT, been especially justified. Intending purchasers will find a full description of this machine particularly interesting.



Our New Spring Catalogue (52 pages) is just issued, and will be sent free upon application.

### THE POPE MANUFACTURING COMPANY,

PRINCIPAL OFFICE: 597 Washington Street, BOSTON, MASS.

Branch Houses: 12 Warren Street, New York; 179 Michigan Avenue, Chicago.

#### Sale and Exchange.

We have opened a department of sale and exchange for the convenience of our readers, in which their wants may be made known at a trifling expense. It often occurs that a wheelman wishes to exchange or sell his machine, or a new-comer wishes to purchase a second-hand wheel. This department will offer the desired facilities. The charge will be one cent per word, each insertion, cash with the order. Initials and abbreviations count as words. Remember, it will only cost you 32 cents for 32 words, and such an announcement will be widely read by unbushooms. will be widely read by wheelmen.

A LOT of new suspension \$3 hog-skin saddles for sale at \$2.25 each by THE AMERICAN BICYCLE COMPANY, Springfield, Mass.

A NY ONE thinking of purchasing a bicycle will find it for his interest to write to the AMERICAN BICYCLE COMPANY, SprINOFIELD, MASS, and state what size and kind he requires, and about what he wants to pay.

DARGAINS!—Send stamp for list of shop-worn and second-hand Bicycles and Tricycles. All sizes. Prices low. STODDARD, LOVERING & CO., No. 152 to 158 Congress Street, Boston, Mass.

DARGAINS!—48- to 56-inch Bicycles, (Columbias, Clubs, and Rudges,) 55-inch Rudge Racer (new); hub lamps, little used. Send stamp for particulars, stating size wanted. C. H. DIAMOND, P.O. Box 2434, New York.

DARGAINS in two 52-inch Experts, full nickel, good as new; one 54-inch nickel Expert; one 54-inch nickel Expert; one 54-inch nickel Convertible Sociable Tricycle, only used four months; good as new. Will sell either of the above cheap. Send stamp for particulars. A. F. SNYDER, Weissport, Pa.

DUPLEX BICYCLE WHISTLES, with chains, 75 cents AMERICAN BICYCLE CO., Springfield, Mass.

FOR SALE AT A BARGAIN-Victor Tricycle; \$100. Write to FRANK LAGAN, Springfield, Mass., for

POR 65 cents in stamps THE AMERICAN BICYCLE COMPANY, Springfield, Mass., will forward you a good sensible tool bag.

FOR SALE — 50-inch full nickeled Expert, ball pedals, dropped bars; in good order; too small for C. W. HENDRIE, STAMFORD, CT.

FOR SALE — Premier Tricycle, in nice order; cost new last season, \$160; price \$90. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE — Victor Tricycle, 1884 pattern, used three times; good as new; \$140. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE -54-inch American Star, all bright, rocker pedals; new; never been removed from the original crate; price \$80. ALBERT CHAPEN, SPRINGFIELD, MASS.

FOR SALE — A nice lot of second-hand Acme bicycle stands; expressed to any address on receipt of \$1.25.

AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE — Nickel plated spoke grips; sent to any address on receipt of 35 cents in postage stamps. THE AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE — 54-inch full nickel Expert, new last season; cow-horn handles, Butcher bell, in fine order; price \$115.

AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE -54-inch Special Harvard, wheels enameled, all else nickeleds, new lost second. T all else nickeled; new last season; fine order; price \$100.

AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE —54-inch Standard Columbia, ball bearings to front wheel, plain finish, and in good order; if taken now can be had for \$70. H. F. PARSONS, BURLINGTON, IOWA.

FOR 35 cents in postage stamps THE AMERICAN BI-CYCLE COMPANY, Springfield, Mass., will forward to any address a pair of the Crescent stocking supporters, which are the best.

FOR SALE—A 52-inch Standard Columbia, nickel-plated, backbone slightly worn; with lamp, bugle, and saddlebag; price \$500. WESLEY NEGUS, 313 Varick Street, JERSEY CITY, N. J.

TOR SALE—Second-hand 51-inch American Star, full nickel, rocker pedals; been run about 25 miles; comparatively as good as new; price \$85. MARTIN BRECK, SPRINGFIELD, MASS.

FOR SALE-51-inch second-hand Star, full nickel, rocker pedals; been run only about 150 miles, and in fine condition; price \$70. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

OR SALE—One 52-inch New American Rudge, dropped handle-bars, nickeled and painted; will sell for \$102 cash. Also one new Tandem Connecting-Bar for 52-inch Harvard and Standard Columbia; will sell at a sacrifice for \$15. Address HARRY H. BROWN, WAPPINGER'S FALLS, N.Y.

FOR SALE — 60-inch Harvard, in excellent repair; ball pedals, cyclometer, etc. For terms, address F. B., Room 4, 319 Pearl Street, CLEVELAND, OHIO.

FOR SALE—58-inch full nickel Shadow, with cradle spring; this machine is in fine condition; ball bearings to both wheels; cost new \$145; price \$95. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—My 54-inch D. H. F. Premier Bicycle, first-rate order, Lillibridge detachable handle-bar, painted wheel, nickeled fork and backbone; fine mount; \$100. B. B. AYERS, 56 Kinzie Street, Chicago.

FOR SALE — 52-inch second-hand American Club, full nickel, ball bearings to both wheels; excellent condition; cost new \$152.56; price \$110. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE OR TRADE—A 60-inch Yale Racer, all nickel but wheels, double ball pedals; weight 33 pounds; in excellent condition, nickel like new; price \$115, or will take a smaller Bicycle in exchange. A. W. GUMP, DAYTON, O.

TOR SALE—One new 48-inch Star (hasn't been run 40 miles), with rocker pedals, rubber handles, power trap, and Stall & Burt saddle; wheels and stem nickeled; No. 1 condition; a bargain. Address O. W. WELLS, LEONARDSVILLE, N. Y.

POR SALE—One 52-inch Expert Columbia, full nickeled, cranks and brake gold plated, \$130. One 52-inch Expert Columbia Light Roadster, enameled wheels, balance nickelplated. Both machines used very little and as good as new. Address WM. SEYFFARDT, EAST SAGINAW, MICH.

OVER SIXTY SECOND-HAND BICYCLES for sale by A. W. GUMP, DAYTON, OHIO. Send stamp for list

ONE VICTOR TRICYCLE, new last September, has not been run 50 miles; \$125 cash will buy it if ordered at once. 52-inch Harvard, full nickeled, splendid condition. C. NORTHERN, NASHVILLE, TENN.

SEND STAMP TO AMERICAN BICYCLE COM-PANY, Springfield, Mass., for April 1 list of second-hand Bicycles and Tricycles.

SEND \$1 to the AMERICAN BICYCLE COMPANY, Springfield, Mass., and receive a \$2 handy tool bag, which is slightly damaged in being made.

SEND 65 cents in stamps to the AMERICAN BICYCLE COMPANY, Springfield, Mass., and they will forward you a nickel-plated bicycle lock and chain.

SEND \$1 to the AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS., and receive a pair of heavy all-wool bicycle hose, sizes 9\frac{1}{2}, 10, 10\frac{1}{2}, and 11; the blue and black are ribbed, and the brown are plain.

PECIAL COLUMBIA BICYCLE, 50-inch, full nickel, ball bearings, excellent condition; \$90; cost \$135. Or will exchange for tricycle, good condition. Dr. WILDMAN, 1843 Judson Street, Philadelphia, PA.

OCIABLE TRICYCLE, Coventry Rotary Convertible, in good order, for sale; \$150. Address J. H. ISHAMI, 14 Seneca Street, BUFFALO, N. Y., agent for Víctor, Columbia, Ideal, Dictator, American Challenge, and other wheels.

STANDARD COLUMBIA, \$8-inch, cow-horn bars, new rubber handles and corrugated pedal-rubbers, newly finished in Ardill's enamel and gold; in perfect repair; a bargain at \$40, freight prepaid. GRANT BELL, 1935 Fourth Ave., at \$40, freight prepaid. G: S., MINNEAPOLIS, MINN.

ANDEM TRICYCLE WANTED. — Give description and quote spot cash price. A. W. GUMP, DAYTON, O.

THE AMERICAN BICYCLE COMPANY, Spring-in stock which are for sale cheap for cash.

WANTED-44- or 46-inch Special Facile; 42-inch for sale. A. MUNSON, STAMFORD, CT.

WANTED—A Facile Bicycle; state condition, how long run, price, etc.; 34-inch wheel preferred. E. D. GOODRICH, Wellsville, N. Y.

WANTED — To purchase a Rotary Tandem Tricycle. Address, stating description, condition, and lowest cash price for same, GEORGE B. HAVS, 94 Fifth Avenue, PITTSBURGH, PA.

YOU CAN now get any make of Bicycle you want, and your old Bicycle will be taken in part exchange by writing to A. W. GUMP, DAYTON, OHIO.

50-INCH AMERICAN RUDGE, a splendid machine, new last spring, but little used, in absolutely perfect condition, with extras, at a bargain. R. F. HEMENWAY, 22 Central St., Lowell, Mass.

52 -INCH SANSPAREIL BICYCLE, full nickeled except rims, balls to both wheels; in fine order except tires cut some; one full nickeled Columbia lamp and chime ball, never used; \$105 buys the outfit if taken at once; cost new \$148; run one season. FRED WARD, Wellsville, N.Y.

53-INCH YALE ROADSTER, direct spokes, made to order; a bargain at \$85. 54-inch Harvard, nickeled, run 5 miles. 56-inch Harvard, price \$75. Six others. Correspondence solicited. WILLIS CLOYES, CORTLAND, N.Y.

## BICYCLES & TRICYCLES!

THE AMERICAN BICYCLE COMPANY OF SPRINGFIELD. Mass., are the largest dealers in second-hand bicycles in the State. Any one thinking of purchasing one will find it for his interest to write to them and state what size and kind he requires and about what he wants to pay. We also have the agency for nearly all first-class machines.

Repairing and nickeling a specialty. A large stock of Sundries on hand.

### AMERICAN BICYCLE COMPANY,

SPRINGFIELD, MASS.

## BICYCLE CLUBS, ATTENTION!

The \* Wheelmen's \* Official \* Score \* Card (COPYRIGHTED 1883.)

#### SEASON OF 1885.

We are prepared to make arrangements with any Club in the United States giving Meets or Tournaments. We issued our Card at all the principal Meets and Tournaments held in 1883 and 1884. We pay liberally for privileges. Correspondence solicited. Refer to Stoddard, Lovering & Co., 152 to 158 Congress Street, Boston, and Pope Manufacturing Company, 597 Washington Street, Boston.

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REPAIRS A SPECIALTY.

Send for INSTALLMENT PLAN and Circulars.



## "HOME EXERCISER."

The most complete and most fascinat-The most complete and most tascmating Home Gymnasium ever devised. Durable, noiseless, scientific, and cheap. Takes up but 6 inches square floor room. Fitted for use by gentlemen, ladies, or youths of either sex, the athlete or invalid. Send for illustrated circular. HOME SCHOOL FOR PHYSICAL CULTURE, 19 East 14th Street, New York City. Intion this paper.

Mention this paper.

W KEEP W

A record of your wheeling. Every detail of a trip in small space, with no trouble, by use of the Cyclist's Record Book. Neat, simple, perfect. Thoroughly tested by the best wheelmen. Roan, with pencil-loop, pocket for cards, cash, etc., 50c.

C. D. BATCHELDER, LANCASTER, N. H.

## Southern Wheelmen

Will find the establishment of Charles J. Scherer the leading house south of the Ohio river for all the largest manuleading house south of the Ohio river for all the largest manufacturers and importers of the country, representing Stoddard, Lovering & Co. for the British Challenge, American Rudge, Rudge Racer, and Rudge Light Roadster; also the Coventry Tricycles; The Overman Wheel Company for the famous Victor Tricycles, and Sundries Department: Western Toy Company of Chicago for their Otto Bicycles, Tricycles, and Petite Tricycles,—nothing equal to them for children and misses.

#### CHARLES J. SCHERER,

211 Main Street,

MEMPHIS, TENN.

#### JERSEY BICYCLE AND POLO KNEE-BREECHES.

Comfortable, strong, neat, durable. Try a pair and you cannot use any other. Only \$4.00. Send regular measures.

R. A. PUNNETT,
98 West Avenue, ROCHESTER, N.Y.

#### **OUEEN OF THE BICYCLE**

Miss Annie Sylvester, the famous and accomplished bicyclienne, the greatest lady trick and fancy rider in the world, was born in St. Louis, Mo., March 2, 1864, consequently is twenty-two years old, her father being of English descent, born in this country, while her mother acknowledges La Belle France as the place of her nativity.

Miss Sylvester from her childhood always had a fondness for difficult and perilous amusements, climbing the loftiest trees, jumping from dangerous heights, and riding the most spirited horses, it being her greatest delight to mount the most fractious of her grandfather's horses and go across the country at the wildest pace. At the age of

thirteen she was placed in a convent and there educated. After leaving the somber walls of the convent of Laretta, the old wild spirit of independence and action which usually eharacterizes all such natures seems to have imbued her with the idea that she would like to do something which none other of her sex ever yet accomplished, and at the same time win for her both fame and fortune. The bicycle at once struck her as being the medium; and recognizing the growing interest manifested all over the world in this marvelous steed, she determined to master it. An opportunity at last presented itself; and remembering the aphorism, "There is a tide in the affairs," etc., she availed herself of it. From the commencement of her exercises, her improvement was so marked and rapid as to be the wonder of her instructor and the chosen few who witnessed her practice, while the opinion was often expressed that it was as natural for her to ride as for a fish to swim. By diligent and continued practice she has succeeded in accomplishing nearly all the most difficult and hazardous feats that are known to cyclers, and executing them

with wondrous grace and skill, being the *first* and only lady of whom we have any knowledge who rides upon ONE WHEEL. Nature has been most kind to her; even the gods themselves must have banded together to superintend the moulding of so perfect a form and feature. Since her debut she has ridden at some of the finest rinks in the country, both east and west, meeting with unqualified success, and in every instance receiving the most flattering encomiums from the press and her audiences. Miss Sylvester has numerous engagements for the coming season, commencing the 25th inst., and we predict for her a brilliant and successful future.

Coventry, England, employs 3,000 men in the bicycle factories, supporting nearly 10,000 people.

#### OHIO NOTES.

Harry G. Ellard, of the Brighton Bicyele Club, Cincinnati, ranks as a very able fancy rider, and with a little more practice might become, "one of the finest."

The wheelmen of Dayton, Ohio, propose following the ancient custom of camping out for a week or so this summer. Don't do it, boys. Take an eight days' tour instead.

Bicyclers visiting Hamilton, Ohio, will be cordially received by Mr. Ernst Benninghofen of that town. He has made ample arrangements for the comfort and convenience of visiting wheelmen, by setting aside a special department of his establishment for the storing and taking care of their



ANNIE SYLVESTER.

wheels, free of charge, during their visit; a commendable example, which should be copied by dealers generally.

We would like to see Ohio send a larger delegation to join the "Big Four" on their annual tour this year than went last year; Cleveland sent two, being the only city represented. Can't southern Ohio do something?

Prince Wells, the professional fancy bicycle rider, has been performing in our various skating rinks throughout the State. Vour correspondent was honored with a friendly visit from him, and was favorably impressed by his gentlemanly attributes, as well as his skillful proficiency on the wheel.

The attention of wheelmen is called to the

coming meet of the Ohio division of the L. A. W., which will take place at Springfield, Ohio, July 20, and 21. The programme of the meet will be as follows with probably a few variations. First day, Monday, July 20-In the morning business of the division will be transacted. In the afternoon, races at the fair grounds: (1) 1-mile novice; (2) 5mile State championship; (3) 3-mile open; (4) 1mile tricyele, State championship; (5) 3-mile record; (6) 1-2 mile open; and in the evening an entertainment to be given by the Champion City Club. Second day, Tuesday, July 21,-Street parade in the morning, at the conclusion of which will be held a hill climbing contest for a prize (prize to be decided on later). Races in the afternoon: (1) 100 yards slow; (2) 1-mile State cham-

> pionship; (3) 1-2-mile tricycle open; (4) 5-mile record; (5) 1-mile ride and run; (6) 2-mile State championship; (7) 1-mile consolation; concluding the two days sport with a grand banquet at one of the hotels.

> The Buckeye Bicycle Club of Columbus gave its fifth annual banquet Feb. 4. The occasion was the first of the kind given in the club's own house. Whether this is the reason that the feast of last night eclipsed all previous ones is a question for discussion, but that the best was reserved until the last there cannot be the least shadow of uncertainty. The table was spread in the hall on the first floor, and the providers of the viands and delicacies, Messrs. Gumble and Harmon, distinguished themselves. The dinner, in quality and variety. was of superlative excellence, and the club members were unrestrained in their praise. The carte du repas was of unusual novelty. The design is attributed to Mr. W. B. Waggoner, who hardly knew what to do with the many compliments he received. The inner face is a mass of fantastic sketches of the viands to be eaten, and the popular craze was burlesqued by illustrations of quail on

skates, turkey on wheels, oysters on rollers, etc., while the etchings were intermixed with a mass of witty and apropos quotations from many authors, such as: Ice cream, "so coldly sweet"-Byron; "Oh! Rather give me common taters plain "-Crabbes Tales; Quail on toast- "The game is up"-Shakespeare; or Oysters raw-"They cannot commit treason, nor be outlawed, nor be excommunicated, for they have no souls" -Sir Edward Coke. The banquet was marked by the absence of anything to drink stronger than Mocha, yet never did a more fraternal spirit prevail or genuine fun gush forth with more spontaneity. It was a model banquet, found lacking in not one single regard. Songs prepared by Mr. Dudley T. Fisher were sung, and Messrs. H. B. Hutchinson and "Mac" McColm delighted everybody by a performance on a number of musical instruments, including guitars, piccalo, mouth harps, ocarinas, etc. Prior to the feast, to which thirty persons including the press sat down, the election of officers was held, the choice falling upon Mr. W. H. Miller as president; Ward Perley, secretary; F. W. Flowers, treasurer; Fred W. Hughes, 1st lieutenant; M. H. McColm, 2d lieutenant and club committee, W. H. Miller, John Seibert and W. R. Kinnear. President Miller and Rev. Charles H. Babcock, were the only tricyclists present. The banquet committee were Messrs. E. Dunn and Fred W. Hughes.

WILLHELM.

#### KENTUCKY ITEMS.

The Kenton Club is working hard to shift the center of cycling from Louisville to Covington, and will do its best to elect a chief consul from its city next May.

Covington, Ky., wheelmen follow the example of their brother cyclists by donning their knickerbockers and mopping up the wax and chalk from the floor of their various skating rinks.

RESOLUTIONS ENDORSING THE AMATEUR ATHLETIC RULES ADOPTED BY THE KENTON WHEEL CLUB.

WHEREAS, Some of the young men of this city are, in the pursuit of the exercise of roller-skating, violating the established rules of amateurship in athletics by competing with professionals in public when admission is charged, thereby rendering themselves liable to protest when entering any amateur contest in future; and

WHEREAS, We recognize the fact that the rules of the League of American Wheelmen and the National Association of Amateur Athletes of America, are the standard of all nonprofessional athletic clubs in this country; and

WHEREAS, The line between professionalism and amateurship must be maintained, and those rules enforced which will conduce to such maintenance; it is

RESOLVED, That this club as an amateur, or non-professional organization, and member in a body of the League of American Wheelmen, does hereby heartily endorse the rules of said League pertaining to amateurship, together with those of the National Association of Amateur Athletes as far as they are identical; and

RESOLVED, That the conditions of amateurship which it strives to maintain, are the following from the Racing Rules of the League, to wit:

"(a) An amateur is a person who has never competed in an open competition, (b) nor for a stake, (c) nor for public money, (d) nor for gate money, (e) nor under a false name, (f) nor with a professional when gate money was charged; (g) who has never engaged in any athletic sport for money, (h) who has never exhibited his skill in any branch of athletics for money, (i) who is not a paid teacher of any branch of athletics. This rule does not apply \* \* \* \* to the acts of minors under sixteen years of age who are not members of this association; " and

RESOLVED, That any person who has not acted in accordance with the above rules is a professional to all intents and purposes; and

RESOLVED, That this club will use its utmost endeavors in inducing amateurs to abstain from either knowingly or mistakingly competing with professionals in public (thereby making themselves professionals); and

RESOLVED, That this club warns its members and whom it may concern, not to compete with professional skaters or riders in public contest, and advises them to carefully peruse the Rules of the League, and strive to maintain its laws as laid down; and be it further

RESOLVED, That these Resolutions be spread upon the minutes of the club, and published in a suitable manner that they may be transmitted to all persons interested in their sub-

Adopted unanimously by the Kenton Club, January 29, 1885.

Mr. Robert Huebner, the inventor of an automatic pigeon trap, has turned his attention to the bicycle and patented an improvement on the hub, by which the spokes can be easily replaced and adjusted by the rider without the aid of the ma-

#### Items of Interest.

The compressed tire gains ground every day. No lack of competition in the wheel business.

We shall hear from American riders on American wheels this season.

The Overman Wheel Company are running nights at their wheel factory.

Hereafter all races in England will be run with the inside of the track on the rider's left, in accordance with the rules of the N. C. U.

The salary of the secretary of the C. T. C. has been increased from \$1,500 to \$1,750. The organization has a balance in the treasury of \$5,565.

A young bicyclist in Newark, N. J., is working upon a mechanical whistle which will be attached to the backbone of the machine and blown by the action of the wheel when a lever is depressed.

The Massachusetts Bicycle Club has over 170 members, whose average age is exactly 30 years. Sixty-two and a half per cent. of them are single. The average wheel is a 52-inch, and the riding record in 1884 was 105,451 miles, an average of 500 miles for each member. The best record for the year was made by a clergyman. Twenty-three members of the club have ridden over 1,000 miles. This is the only club that keeps a record of its members' riding from the beginning of their wheeling experience. The best records of this character are respectively 13,368 miles, 12,000 miles, and over 10,000 miles. Ninety-two and one-half per cent. ride bicycles, seven and one-half per cent. ride tricycles, fifteen per cent. ride both, and one member rides a quadricycle.

There has been considerable doubt expressed regarding the accuracy of the time made by John S. Prince, in a quarter-mile race at New Orleans, when, it is claimed, the American professional record was lowered. To certify the correctness of the record the following has been made public:-

To whom it may concern:

New Orleans, March 10, 1885.

This is to certify that we, the undersigned, laid off 1,320 feet for a quarter-mile track for the two-best-out-of-three-heats race between John S. Prince and W. J. Morgan on March 8, at West End, a suburb of the city of New Orleans. The track had previously been measured by the participants in the race, and we found their measurement lacking about two feet.

WILLIAM W. CRANE, Captain N. O. B. C. G. McD. NATHAN, Editor Bicycle South.

New Orleans, March 10, 1885. To whom it may concern:

We, the undersigned, timed John S. Prince in his race against W. J. Morgan at West End, La., (a suburb of New Orleans,) on the 8th of March, 1885, and do hereby certify that the first heat was made in forty (40) seconds, and the second heat was made in thirty-nine (39) seconds. W. J. Morgan had ten yards start in each heat, and won both.

G. McD. NATHAN, C. H. GLENSLINGER, A. M. HILL,

Thomas Stevens, the bicyclist, who last season accomplished the journey from San Francisco to Boston on a bicycle, has made arrangements to complete the circuit of the globe astride the "wheel." Mr. Stevens will sail from New York, in the "City of Chicago," for Liverpool, April 9, and about May I will make the formal start, wheeling from Liverpool to Dover. He will sail across the straits, land at Calais, wheel to Paris, through France and Germany, to Vienna, through Austria and Turkey, and via the valley of the Danube to Constantinople, cross to Scutari in Asiatic Turkey, touching at Erzeroum and other points in Persia in the autumn, and will probably spend the winter in that city. The journey will be resumed

as early in the spring as the roads will permit, continuing into the Chinese Empire, and the attempt will be made to go through the empire via the valley of Yang-tse-Kiang to Shanghai. The route may be changed, as a very considerable distance is through countries of which little is definitely known, and unforeseen difficulties are likely to occur. After wheeling through the Chinese empire Mr. Stevens will cross to Japan, and on arrival there will have completed the land circumlocution of the world upon a bicycle. Mr. Stevens will carry, seeurely fastened to the machine, one change of clothing, a rubber coat and writing materials, purchasing en route needed supplies. He expects the journey will require about eighteen months, of which fully a year will be spent on the road. The wheeling distance will be about 10,000 miles, which, added to about 3,500 miles ridden in his recent transcontinental trip, will bring the actual distance traveled on a bicyele to considerably over 13,000. Mr. Stevens makes this unprecedented journey under the auspices of Outing, and will, while en route, write for that publication a series of fifteen or twenty arti-

#### Among the Clubs.

THE SALT LAKE BICYCLE CLUB gave a novel and interesting exhibition, on Friday evening March 13, at the Salt Lake skating pavilion. The programme consisted of a grand club drill, fancy riding, racing, etc. It was the first exhibition of the kind ever given here and one long to be remembered by those who witnessed it, as well as by those who participated. At 9 o'clock P. M. the members of the club took the floor for the grand club drill, which was led by Capt. D. L. Davis and sub-captain T. O. Angel, and consisted of the following evolutions: 1st, mount; 2d, around the hall tandem and in platoons; 3d, circles at each end of hall; 4th, Dutch roll; 5th, serpentine; 6th, figure eight; 7th, circles and figure eight; 8th, circles and one standing; 9th, compound figure eight with three standing; 10th, double column around the hall; 11th, double circle; 12th, double figure eight; 13th, double figure eight and circle; 14th, ellipse; 15th, ellipse and cross; 16th, ellipse and cross in pairs; 17th, dismount. At the close of the drill Messrs. Wood and Jennings gave an exhibition of double fancy riding, which was highly appreciated if vociferous applause by the spectators can be taken into consideration. Following this came a two-mile exhibition race between Mr. T. J. Angel, riding the Columbia, and Mr. C. E. Johnson, riding the Star. The race was very exciting throughout, as the contestants were so evenly matched. Mr. Angel finally won but not without a hard struggle. Next came an exhibition of single trick riding by Walter Jennings, which also drew forth loud applause as the different difficult feats were performed; next followed a slow race by several members of the club, this was quite interesting, it being something new and novel to the people; all but two of the riders had to dismount before the finish, but these two, Mr. Wood and W. Jennings, pushed on to the end and at the word dismount, Mr. Wood was declared the winner as he was a few feet behind Mr. Jennings. At this point one of the old style two wheeled velocipedes was led out followed up by Mr. Ed Wood, dressed as a dude. The manner in which the gentleman imitated a dude trying to learn to ride, drew forth peal after peal of laughter

from the people. After this came a one-mile race between Mr. T. O. Angel on a bicycle and Mr. J. Clinton on skates; this race was easily won by the bicyclist, although the skater did very well. This concluded the exercises for the evening with the exception of skating, which was indulged in by the young people until a reasonable hour for quitting. The performance as a whole was looked upon as a decided success, and as everybody wishes it repeated it is quite probable that the club will satisfy that desire by an early repetition.

THE CITIZENS BICYCLE CLUB held its annual meeting the 16th inst., when the following officers were elected for the ensuing year: President, Rev. Thos. McKee Brown; vice-president, Fred G. Bourne; secretary, Knight L. Clapp; treasurer, Wm. C. Frazee; captain, Simeon Ford; first lieutenant, Thos. C. Smith; second lieutenant, Harwood R. Pool; surgeon, Dr. J. S. Aitken; first color bearer, Geo. A. Paillard; second color bearer, W. H. McCormack; first bugler, E. A. Hoffman, Jr.; second bugler, Fred C. Thomas; members of board of directors, Richard Nelson, John C. Gulick, Dr. N. M. Beckwith, Wm. H. Book. The following ticket was unanimously endorsed by the club: for chief consul, Edward F. Hill, Peekskill, N. Y.; for representatives, John C. Gulick, New York, C. K. Alley, Buffalo, N. Y., Robert Hibson, Brooklyn, N. Y., F. A. Egan, New York, A. E. Fauquier, Mt. Vernon, N. Y., W. S. Bull, Buffalo, N. Y., E. W. Adams, New York, J. W. Clute, Schenectady, N. Y., F. B. Graves, Rochester, N. Y., Geo. Dakin, Buffalo, N. Y., J. G. Burch, Jr., Albany, N. Y., I. R. Adriance, Poughkeepsie, N. Y., Knight L. Clapp, New York, A. H. Scattergood, Albany, N. Y., Joshua Reynolds, Stockport, N. Y., Geo. R. Bidwell, New York, E. A. Caner, Brooklyn, N. Y., H. D. Brown, Weedsport, N. Y. After the meeting adjourned, the newly elected officers invited their fellow members to partake of a collation, which had been prepared and was served in the club-house. The remainder of the evening was given up to social enjoyment, enlivened by the musical talent of the club. There was a large attendance present, and the result of the elections gave general satisfaction.

THE CITIZENS BICYCLE CLUB will hold its second annual race meeting at the Knickerbocker roller skating rink, American Institute, 63d street and Third avenue, New York, on Friday evening, April 17, 1885, at a quarter to eight. The following events are open to all amateurs: One-mile bicycle—for those who have never won a prize; one-mile bicycle,—scratch; one-mile tricycle; two-mile bicycle,—handicap; one-mile safety bicycle,—40-inch wheels and under; one-mile tandem tricycle; one-mile roller skating race,—open only to members of bicycle clubs.

THE BOSTON BICYCLE CLUB, the acknowledged leader in road riding and racing, has the following runs prepared for the coming season: Fast day, April 2, run to South Natick and return; Memorial day, May 30, tally-ho coach run to Wellesley; June 17, cycle picnic in the woods at Readville; June 28, clam bake at Downer's Landing; August 1, tricycle road race, from South Natick to Boston, over the same course as last year. Special prizes will be given for tandem tricycles. September 5, tally-ho coach run along the North shore; September 19, tally-ho coach run to Lake Massapoag; October 3, 100-mile road race. Instead of starting from South Natick as has been the case in former years, the start will

be made from the club-house, thence to South Natick and then over substantially the same course as last year.

The Memphis Bicycle Club has contracted for the building of a quarter-mile track near the terminus of the Vance street car lines, which is to be completed by the 1st of April. The track will be of hard clay. A grand stand will also be erected which will comfortably seat 1,200 people. The grounds are most eligible, and will be known as the Memphis Cyele Club Park. A series of races have been arranged for April 30 and May 1 and 2. The programme will embrace six or seven races each of the three days, and the purses will aggregate about \$1,900.

THE MONTREAL BICYCLE CLUB has decided not to invite the Canadian Wheelmen's Association to hold their meet in Montreal and has named Woodstock as the place where the meet should be held. The reasons for the present determination are the uncertainty of being able to offer a good track and because the League of American Wheelmen are to hold their annual convention in Buffalo on the two days (July 2 and 3) following that on which the Canadian gathering is to take place.

THE MEMPHIS (Tenn.) BICYCLE CLUB is to build a quarter-mile clay bicycle track.

THE MARYLAND BICYCLE CLUB has 107 members, no debt, and \$700 in the treasury.

THE LOUISVILLE (Ky.) WHEEL CLUB will hold a tournament, May 27 and 28.

#### CLUB ELECTIONS.

ADRIAN BICYCLE CLUB—President, W. B. Munford; vice president, George Bowerfind; secretary and treasurer, W. H. Burnham; captain, J. H. Finch; lieutenant, Charles G. Wiesenger.

Brantford (Can.) Bicycle Clue—Honorary president, John Harris; captain, Lloyd T. Harris; first lieutenant, C. R. Fitch; second lieutenant, S. Slater; bugler, Fred Fawkes; secretary and treasurer, Walter Webling.

BRIGHTON BICYCLE CLUB (Cincinnati, O.)—President, Alvin Smith; secretary, William Bahmann; treasurer, H. Kessler Smith; captain, James Barclay.

CAMBRIDGE (Mass.) BICYCLE CLUB—President, H. W. Hayes; secretary, E. B. Coleman; treasurer, A. L. Bowker; captain, C. L. Smith; first lieutenant, J. H. Grimes; second lieutenant, F. W. Haartz; executive committee, the president, secretary, captain, W. A. Lister, and John Amee.

FALLS CITY (Iowa) BICYCLE CLUB—President, Owen Lawson; secretary and treasurer, A. L. Dietzman; captain, David Biggs; first lieutenant, Hugo Helburne; bugler, Percy Bettison.

KEYSTONE BICYCLE CLUB (Pittsburgh, Pa.)—President, George A. Lyon; secretary and treasurer, Charles M. Clarke; captain, John Pears; first lieutenant, P. S. Johnson; color bearer, H. P. Murdoch; club committee, Messrs. George A. Lyon, Charles M. Clarke, John Pears, H. E. Bidwell, and John Graff.

Kings County Wheelmen (Brooklyn, N. Y.)

—President, Robert F. Hibson; vice-president,
Thomas B. Hegeman; secretary, A. C. D. Loucks;
treasurer, Charles Schwalbach; captain, E. Pettus;
first lieutenant, E. F. Fisk; second lieutenant, F.
N. Fenstermaker; color bearer, J. H. Long; bugler, E. Johnson.

MARYLAND BICYCLE CLUB (Baltimore)—President, Samuel T. Clark; eaptain, E. R. Jones; secretary, A. C. Kenly; treasurer, E. P. Hayden; first lieutenant, Jos. D. Chesney; second lieutenant, J. H. Schone; bugler, Dr. H. W. Hoopes; executive-at-large, Yates Penniman, Ira C. Canfield, Jr.; chairman house committee, H. E. Brown; house committee, Jas. Thompson, Oscar Wolf.

MEMPHIS (Tenn.) CYCLE CLUB—President, A. B. Pieket; treasurer, W. L. Surprise; captain, S. M. Mallalieu; first lieutenant, W. F. Yates.

NORTHAMPTON (Mass.) BICYCLE CLUB—President, Dr. Daniel Pickard; vice-president, Fred C. Ahearn; secretary and treasurer, L. L. Campbell; captain, E. E. Davis; first lieutenant, W. S. Howard; second lieutenant, H. S. Campbell; bugler, J. A. Ross.

NORWALK (Ct.) WHEEL CLUB—President, Edward M. Jackson; secretary, Charles E. Miller; treasurer, Wm. T. Olmstead; captain, O. B. Jackson.

OSKALOOSA WHEEL CLUB.—President and captain, W. L. Howe; vice-president and bugler, Fred S. Loomis; secretary and treasurer, Will Neagle; color bearer, W. D. Forsyth. The charter members are as follows: Messrs. Will Neagle, W. A. Seevers, Fred S. Loomis, C. A. McGlasson, W. C. Johnson, W. D. Forsyth, J. W. Wray, and W. L. Howe.

OTTAWA (Canada) BICYCLE CLUB—President, G. A. Mothersill; captain, F. M. S. Jenkins; first lieutenant, Henry Roy; second lieutenant, S. M. Rogers; honorary secretary and treasurer, J. W. Hawley.

OTTUMWA (Iowa) BICYCLE CLUB—President, A. B. Post; vice-president, C. M. Woolworth; captain, Walter Gephart; bugler, Bert Pickett; color bearer, Wm. II. Pallister; secretary and treasurer, A. L. Eaton.

PAWTUCKET (R. I.) BICYCLE CLUB—President, Dr. J. A. Chase; secretary and treasurer, Geo. C. Newell; captain, Fred Binford.

PORTLAND (Me.) WHEEL CLUB—President, C. H. Lamson; vice-president, Captain John C. Stevens; secretary and treasurer, C. C. Tukesbury; first lieutenant, F. C. Clarke; second lieutenant, H. S. Higgins; bugler, W. N. Beckett; club committee, president, vice-president, captain, F. N. Palmer, H. D. Cahill. F. A. Elwell was recommended for chief consul.

Providence (R. I.) Bicycle Club—President, A. G. Carpenter; vice-president, H. L. Perkins; secretary, G. R. McAuslan; treasurer, Waldo Stewart; captain, O. M. Mitchell; first lieutenant, F. B. Armington; second lieutenant, H. A. Young; guide, J. W. McAuslan; executive committee, F. M. Sims, H. Breed, the president, vice-president, and secretary.

RIVERSIDE WHEELMEN (New York)—President, T. C. Stratton; vice-president, A. H. Hall; secretary, A. J. Menge; treasurer, J. Nightingale; captain, J. B. Fischer; first licutenant, H. Barnard; second lieutenant, W. A. Hall; color bearer, A. S. Stratton.

ROCHESTER (N. V.) BICYCLE CLUB—President, W. E. Williams; captain, G. E. Maur; secretary, R. A. Runnett; treasurer, E. Pillow; lieutenant, Jas. Lennox; first-guide and color bearer, A. Greiner; second, Geo. Clark; bugler, A. M. Bennett.

RUTHERFORD (N. J.) WHEELMEN—President, J. L. Chapman; captain, George Rice; lieutenant, H. R. Jackson, Jr.; secretary, C. L. Jackson; treasurer, E. A. Edgar; bugler, Fred Doolittle; color bearer, F. K. Hollister.

RUTLAND (Vt.) BICYCLE CLUB—President, N. R. Bardy; captain, C. G. Ross; licutenant, F. W. Knapp; secretary and treasurer, J. R. Bates; bugler, H. L. Burt.

SHARON (Pa.) BICYCLE CLUB—President and captain, C. W. Test; secretary, D. P. Porter; treasurer, H. J. Filer; lieutenant, W. S. Palmer.

TROY (N. Y.) BICYCLE CLUB—President, R. D. Cook; vice-president, G. R. Collins; secretary, C. C. Rushmore; treasurer, F. H. Norris; captain, James O. Wood, Jr.; first lieutenant, T. B. Collins; second lieutenant, William Gardner, Jr.; bugler, M. R. Kelly; trustees, R. D. Cook, G. R. Collins, A. P. Dunn, I. O. Wood, Jr., and L. Hermann.

Washington (D. C.) Cycle Club — President, E. T. Pettengill; vice-president, Marbury B. White; secretary, J. H. Hawley; treasurer, A. P. Crenshaw; chronicler, F. W. Moulton; captain, C. A. Moss; first lieutenant, G. W. Meyer; second lieutenant, J. C. V. Smith.

#### NEW ZEALAND ITEMS.

The annual Interprovincial bicycle race meeting was held at Christchurch on January 24. These races are regarded as the most important held in New Zealand, and were contested by all the best riders in the colony and were held under the management of the Pioneer and Christchurch Bicycle Clubs.

About half-past 12 some 40 cyclists mustered in Cathedral square for the purpose of riding in procession to the park. Several of them were attired in "fancy" costumes, the grotesque appearance of which added variety, if not beauty, to the procession. One rider was "made up" as a Chinaman, somewhat more picturesquely attired than those usually seen in our streets. Another, in red shirt and billy-cock hat, and with a fierce black beard, looked sufficiently ferocious as Ned Kelly, though at times his anxiety to prevent his beard from being blown away detracted somewhat from the savageness of his appearance. A particularly ungainly "Hallelujah Lass" caused a good deal of amusement, and others of the processionists created much merriment by grotesque masks and dresses. The procession, headed by the City Reed Band, in a drag, started in a cloud of dust, and went by a circuitous route to Lancaster Park. Large crowds of people were assembled in the square and streets to witness its progress. During the afternoon nearly 1,000 persons paid for admission, and, including competitors and those who were admitted by ticket, not less than 1,500 people must have been on the ground.

About 2 o'clock, His Excellency the Governor, accompanied by Major Eccles, A.D.C., and Mr. Pennefather, private secretary, drove on to the ground, where he was received by the Hon. E. C. J. Stevens and Mr. W. H. Wynn-Williams, presidents of the Pioneer and Christchurch Clubs, and escorted to the pavilion, the band playing the national anthem. His Excellency remained for over an hour, and manifested much interest in the proceedings.

Those who had anticipated good sport from the meeting were not disappointed. Though there were very few close finishes, there were plenty of

exciting contests, and some capital displays of skill and judgment in riding. Mr. W. H. Langdown was especially noticeable for the correct tactics which he exhibited in all his races. He competed in three, and in only one was the handicap too much for him, the others being won with apparent ease. Good form was shown by all the Dunedin representatives, though they were evidently not equal to an encounter with Langdown-on Lancaster Park, at any rate. Mr. Fitton, the Auckland bicyclist, was very unfortunate in the champion race, as his machine capsized when he was turning a corner where there is a nasty soft patch in the ground, and he was a good deal knocked about. His bicycle was also damaged, and he was unable to compete in any of the other events. Mr. Painter, the Christchurch Club crack, was unluckily too unwell to ride, to the great disappointment of the members of his club. The times were in most instances good, and a decided improvement on those of the last big bicycle meeting-that held on Boxing Day, 1883. An improvement was also manifested in the punctuality with which the events were got off, though some few of the later races were started rather behind time. All things considered, however, a good deal of credit is due to the officers and committee, particularly to the honorary secretaries-Messrs. Lowry and Oakey. It may be noted that Messrs. Oates and Cooper acted as handicappers, Mr. Oates as starter, Mr. E. C. Farr as judge, and Messrs. Adams, England, and A. Francis as timekeepers.

#### ONE-MILE MAIDEN.

First Heat—L. Simpson (C.B.C.) 200 yds.; T. Godfrey (C.B.C.), 200 yds.; dead heat. Time, 3m. 47 1-2s.

Second Heat—C. Reece (P.B.C.), scratch, 1; A. J. Warren (C.B.C.), 60 yds., 2. Time, 3m. 53 2-5s. Final Heat—C. Reece, 1; A. J. Warren, 2.

The first, second, and third men in each of the other heats competed in this heat. At the end of the first lap all the six were in a cluster, and, about 50 yards past the stand, Reece went through his men, assuming second place. Godfrey strove hard to keep his lead, but Reece overtook him when two-thirds of the final lap had been covered. Warren then went into second position, but was unable to overtake Reece, who won hands down. Time—3m. 27s. Time, at last races—3m. 50s.

ONE-MILE BICYCLE CHAMPIONSHIP OF NEW ZEA- LAND.

First Heat—W. Langdown (P.B.C.), scratch, 1; P. E. Baldwin (D.B.C.), scratch, 2. Time, 3m. 35s. Second Heat—F. A. Cutten (D.B.C.), scratch, 1; F. R. Dunsford (P.B.C.), scratch, 2. Time, 3m. 32s.

Final Heat—W. H. Langdown (P.B.C.), 1; F. A. Cutten (D.B.C.), 2; P. E. Baldwin (D.B.C.), 3.

The men were got off well together, but Langdown soon shot to the front, with Baldwin second. The Pioneer champion passed the stand on the first round 40 yards ahead of the others, amid a roar of enthusiasm. Cutten immediately after passed Baldwin, who fell to the rear. Langdown maintained his lead, and finally won by about 30 yards, with Cutten second, Baldwin third, and Dunsford fourth, Fitton unluckily fell and broke his machine on the second lap. The race was a fine exhibition of skillful riding, but Langdown was evidently too good for his company, while Cutten was unapproachable in second place. The following is the time of the various laps: First, 45 4-5s.; second, 47 2-5s.; third, 88 2-5s.; fourth,

47 2-5s. Time for the race—3m. 9s. Time at last meeting—3m. 28s.

NOVICES' RACE-ONE MILE.

C. J. Atkinson (P.B.C.), 1; J. C. Coughlan (P.B. C.), 2.

Godfrey (C.B.C.) went away with a tremendous rush, but was overtaken and passed by Atkinson after going about 100 yards. He then fell to the rear, while Lough (P.B.C.) took second place. He yielded to Coughlan on the second round, and never regained his position. Atkinson, meanwhile, went ahead, and won as he liked. The other competitors were out of the race soon after the start. Time—3m. 41s.

#### ONE-MILE TRICYCLE RACE.

A. E. Preece (P.B.C.), scratch, 1; N. Oates (C.B. C.), scratch, 2.

F. Cooper (P.B.C.), 175 yds., also competed, but became exhausted when he had done three-fourths of the second lap. Oates, a strong thick-set man, strove gamely to overtake Preece, who is a much lighter weight. He could not manage it, however, and the latter finished nearly 20 yards in front of him. Time—4m. 27 1-5s.

ONE-MILE BICYCLE HANDICAP.

W. H. Langdown (P.B.C.) scratch, 1; C. Reece (P.B.C.), 110 yds., 2; P. E. Baldwin (D.B.C.), 50 yds., 3.

A good deal of interest was felt in this race, as all the crack riders were among the competitors, but were handicapped with the view of giving those less expert a chance of a prize. Nine men started, and directly the pistol went off, Langdown put on tremendous speed, leaving Cutten, who was at the scratch with him, far behind. He passed three men on the first lap, and on the second assumed the lead in spite of the game struggles of Reece and Baldwin. Having gained the lead, he took good care to keep it, and won simply as he liked. The tussle for second place was a good one. Reece and Baldwin made the pace pretty hot, and Cutten worked hard to overtake them. He could not, however, for Reece drew away on the last round, and came in second, with Baldwin third and Cutten fourth. The rest were nowhere. Time-3m. 15s. Time at last meeting —3m. 20s.

FIVE-MILE BICYCLE ROADSTER HANDICAP.

W. A. Thompson (P.B.C.), 140 yds., 1; A. J. Warren (C.B.C.), 450 yds., 2; T. Godfrey (C.B.C.), 850 yds., 3.

As the distance for this race was 13 times round the course, very little interest was manifested in it till towards the finish. The fact that several of the men received a handicap of more than a lap rendered it impossible for the spectators to guess their relative positions. When the tenth lap was completed, Thompson had the lead, with Godfrey second and Warren third. Jenkins, the scratch man, gave up on his ninth lap, and his example was followed by several of the others. Warren took second place on the eleventh lap, but could not get near Thompson, who won by about 150 yards. Warren was 100 yards in front of Godfrey, who took third place. Time—15m. 52s. Time at last meeting—19m. 15s.

#### THREE-MILE BICYCLE HANDICAP.

F. J. Saville (C.B.C.), 900 yds., 1; W. H. Langdown (P.B.C.), scratch, 2; P. E. Baldwin (D.B.C.), 110 yds., 3.

Only about half a dozen of those who had entered started. As in the five-mile race, it was difficult to judge of the relative positions of the

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The "TWO TRACK." The most gracefully proportioned and strongest weight, 80 lbs.

The "TANDEM." (CENTRAL GEARED, CONVERTIBLE. The most successful pattern of Tandem Tricycle yet introduced.

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## Singer's "Miniature" Bicycles Tricycles

For Girls and Boys, from 8 to 16 years of age, are FIRST CLASS Machines of SMALL SIZE, at a reasonable price.

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## ≪ W. B. EVERETT & CO. >>>

6 & 8 Berkeley Street, 2 Warren Avenue, (Odd Fellows Hall,)

──\*BOSTON, MASS.\*

men till the closing laps. Saville kept his lead throughout, and won by about 25 yards. The chief interest of the race centered in the struggle between Langdown and Baldwin. The former steadily overhauled the Dunedin man and passed him on the last lap. Spite of Baldwin's efforts to recover his lost ground, Langdown kept ahead of him, and finished second. Time—9m. 39s. Time at last meeting—11m. 22s.

TWO-LAPS BICYCLE STEEPLECHASE.

First Heat—H. Thompson, 1; L. Simpson, 2. Second Heat—F. R. Dunsford, 1.

Final Heat—H. Thompson, 1; F. R. Dunsford, 2.

A good race took place between the two men, but Dunsford lost ground owing to having to change his bicycle, and, moreover, fell at the last hurdle but one. He was unable to make up the ground thus lost, and Thompson won easily.

#### TWO-MILE BICYCLE HANDICAP.

H. Woodrough (C.B.C.), 500 yds., 1; C. J. Atkinson (P.B.C.), 450 yds., 2.

Woodrough held the lead given him by the handicappers throughout the race, and won with tolerable ease. Atkinson and Coughlan (P.B.C.), 500 yards, had a good race for second place. Through a mistake the race was finished a lap short.

#### ONE-MILE COMBINATION-SCRATCH.

H. Thompson, 1; A. E. Preece, 2.

The competitors in this event had to walk half a lap, then mount and ride another half lap, dismount and run the same distance, again mount and ride home. Thompson won easily.

#### TEN-MILE BICYCLE HANDICAP.

P. E. Baldwin (D.B.C.), 350 yds., 1; F. A. Cutten (D.B.C.), scratch, 2; R. Fulton (D.B.C.), 650 yds., 3.

The three Dunedin men were the only starters, most of the others who had entered having been somewhat knocked about in previous races. One Mr. Fisher, of Dunedin, was absent, and another, Mr. Painter, of the Christchurch Club, was unwell. Fulton kept his lead till the tenth lap, when he succumbed to Baldwin. Cutten strove gallantly to catch the leaders, and in the last mile got into second place. He could not, however, overhaul Baldwin, who won by half a lap. Time, 34m. 54s. Time at last year's meeting, 41m. 5s.

The following are the winners of the ten-mile handicap sinee 1880:—

		Handicap		
Year.	Name.	Allowance,	Time.	
188o	G. E. Dalton,	200 yds.	40m. 23S.	
1881	G. E. Dalton,	scratch	39m. 2s,	
τ882	T. Searell,	400 yds.	36m. 44s.	
1883	W. H. Langdown,	scratch	38m. 6s.	
1884	F. W. Painter,	500 yds.	41m. 5s.	
1885	P. E. Baldwin,	350 yds.	34m. 54s.	

During the afternoon a deal of amusement was occasioned by a race or rather parade, of those cyclists who had come to the ground in fancy costumes, and towards the close of the proceedings Mr. Thompson, with the aid of his little brother, gave an exhibition of fancy riding, which descreedly elicited loud applause from the spectators.

"PAKEHA."

CHRISTCHURCH, N. Z., Feb. 25, 1885.

The March number of The Springfield Wheelmen's Gazette is decidedly the most beautiful wheel publication ever issued here or abroad.—*Philadelphia Sporting Life*.

#### Whe Wrade.

List of patents granted for devices of interest to wheelmen for the four weeks ending Tuesday, March 17, 1885, compiled from the Official Records of the United States Patent Office, expressly for The Springfield Wheelmen's Gazette by Shipley Brashears, patent attorney, solicitor and expert, No. 637 F Street, N. W., Washington, D. C., of whom copies and information may be had.

No. 312,634, February 24, Sylvester B. Hill, Chicopee, Mass., assignor to the Overman Wheel Company, same place, velocipede.

No. 312,732, February 24, John Knous and Albert E. Wallace, Hartford, Ct., assignors to the Pope Manufacturing Company, same place, bicycle fork.

No. 312,930, February 24, Charles G. Thayer, Fredonia, N. Y., assignor to O. M. Gawne, same place, bicycle.

No. 313,018, February 24, A. H. Overman and C. F. Hadley, Chicopee, Mass., assignors to the Overman Wheel Company, same place, steering device for tricycles.

No. 313,083, March 3, John Knous and Albert E. Wallace, Hartford, Ct., assignors to the Pope Manufacturing Company, same place, making bicycle forks.

No. 313,234, Mareh 3, Frank B. Powers, Springfield, Mass., velocipede.

No. 313,323, March 3, Charles F. Hadley, Chicopee, Mass., assignor to the Overman Wheel Company, same place, pedal for velocipede.

No. 313,460, March 3, L. P. Valiquet, Mount Kisco, N. Y., lady's tricycle.

No. 313,490, March 10, John Gibbons, West Troy, N. Y., assignor to the Meneely Hardware Company, same place, bicycle.

No. 313,863, Mareh 17, Charles F. Hadley, Chicopee, Mass., assignor to the Overman Wheel Company, same place, tricycle.

No. 314,013, March 17, George H. Griffiths, New Rochelle, N. Y., treadle motion for velocipede.

No. 314,142, March 17, Thomas J. Kirkpatrick, Springfield, O., bicycle saddle.

No. 314,160, March 17, Charles L. Work, Philadelphia, Pa., assignor to the Pope Manufacturing Company, Boston, Mass., velocipede.

#### 1885 ROYAL MAIL.

This Light Roadster, which was so successfully introduced last year to the American wheelmen, and which met with such remarkable favor, has some new features for the coming season. A new pattern, very close fitting brake of very handsome appearance has been applied, which is claimed to be noiseless, having also a very strong handlearm; it has a new patent grip rubber tire, very full outside, moulded and not spliced at all; a somewhat stouter head with a new and tasty cap; the forks now have round edges, thus giving more strength and greater rigidity, and this even without increasing the weight at all; a new spring also has been brought out, although the last year's coiled Humber spring is also still used; the spokes are strongly tied by a new system, adding strength and preventing any separation; it has the genuine Warwick hollow rim with the folding edges overlapping and strongly brazed together, thus making two thicknesses of metal on the under side of the rim through which the spoke passes, also a washer fitting the concave, adding another thickness before the nut is fastened, making it impossible for the spoke to pull out. The backbone will be oval shape, which the makers claim is stronger and handsomer than the round. The Harwood

adjustable step will also be used this year. Other new features will be the new American saddle and the Buffalo tool bag.

The intent seems to be to keep the Royal Mail right up to the highest quality of workmanship in every detail, and combine all latest improvements. It is certainly a very handsome wheel and has proved itself of great merit. William Read & Sons already report large orders for them.

#### W. B. EVERETT & CO.

Among the newcomers in the cycling trade, we welcome W. B. Everett & Co., who have opened salesrooms in Odd Fellows' Hall, Boston, with a well selected stock of cycles, of which the following is a brief description:—

The British Challenge has been remodeled and very much improved. Steel hubs take the place of the old ones of gun metal. The tread is reduced one and one-half inch without narrowing wheel; the spokes are put in differently; the handle-bar is gracefully cow-horned, and, notwithstanding the extra cost of manufacture caused by these and other changes, the price is reduced.

The "Apollo" bicycle is a light roadster of the highest possible class. Like the "British," it is made of steel tubes, steel wire, and steel stampings throughout. As made for English market with 3-4 inch front rubber, it weighs only 33 pounds; for 54 inch with 7-8 front rubber, and as made for our roads, it weighs 37 pounds. The tangent spokes, each of which is fastened into the hub separately and in a manner avoiding all sudden bends (Singer's tangent wheel, patented), are tied with wire and brazed firmly at the principal crossings, and are fastened into the hollow rims with long sleeve-nuts, making them practically buttended; the bearings are Singer's patent single ball bearings, being a modification of his double ball bearings used in the "British"; it has ball pedals, as has also the "British"; the handle-bars are hollow and gracefully cow-horned; the backbone is oval and of large size; the forks are new pattern, elliptical.

The "Xtraordinary" has been subjected to many of the changes made in the "British." The rake has been slightly reduced, and the whole machine improved, and the price reduced.

The "Challenge Safety" is a really safe machine, having a rake of six inches. It is geared as high as 64 inches if wished; but those in stock are 52 and 56 inch, the standard size of wheel being 40 inch; saddle and handle-bar are adjustable for rider.

The "Challenge" (there is a little question about this name) is a fine roadster of best material and workmanship at a very low price; it is fitted with single ball bearings and cow-horned handles. The forks are of steel tubing, as is also the backbone (which is round); the rear forks are semitubular. They are able to sell this machine at a moderate price on account of all extras, such as fluted forks, oval backbones, patent springs, etc., having been discarded.

All the above machines have detachable cranks, Andrews head, and detachable handle-bars, the standard finish being black enamel, with bright parts nickeled.

The "Apollo" trieycle in its three forms, viz., the "Central-geared," "Two Track," and "Convertible Tandem," they will carry in stock.

The Central-geared, is of the usual popular type. (See "Apollo Central-geared" in "Tricyelists' In-

dispensable" for 1884). The front wheel is, however, 18-inch diameter, not 16-inch, and the side wheels are 44-inch (possibly 46-inch). The weight, ready to ride, is 80 pounds and a few ounces, single ball bearings throughout, pedals included.

The Tandem is made by attaching the backbone and upright of a Humber pattern tricycle, making it into a tandem, such as the Coventry Machinists' Company have been advertising so much, and is adjustable for both riders.

The "Two Track" is built on very fine lines, and is the stiffest two track on the market.

Messrs. Everctt & Co. will have a Humber pattern tricycle, "Singer's Traveller"; this has adjustable handle-bar and scat, and weighs exactly 74 pounds.

#### THE POPE MANUFACTURING COMPANY.

The Columbia Light Roadster is a genuine light-weight bicycle, about ten pounds lighter than the Expert. This machine has been designed and constructed by the same careful and scientific methods, with the best improvements known to the art, for very light riders and experienced ones, and for good roads. It is a light machine for light riding, made of the best qualities of materials throughout, in forgings, weldless-tubing, and all the parts. The wheels are made of entirely new design after thorough experiments and tests, and will become the favorite for light wheels. On a firm steel axle are very light forged-steel hub flanges most rigidly secured, sufficiently recessed to take in the bearing parts necessary, and having secondary flanges (Wallace patent) of curved section at their periphery. The rims are of cold-rolled, hollow steel, made by the White-patent process, and of utmost rigidity and reliability. The rims made by this method have no lap or seam on the exterior at all, and though made in two sections have no joint dependent upon bearing or solder, as all other hollow rims have. The spokes are steel wire of generous diameter, headed at the hub, and are drawn over the curved secondary flanges so as to be nowhere weakened by bending; they are set at an angle, with one crossing, where they are held by a fine wire wrapping and solder, and are held in the rim in the line of draught by a neat sleeve-nut extending well over the spoke and strengthening it. These spokes will be classed, perhaps, with "tangent" spokes; but they are not. The spokes are single, and vary in number from 48 to 68, according to the size of wheel; and they may be adjusted as easily as direct spokes, without removing the tire, and, being held in the rim by a device on the balband-socket principle, they are not weakened by bending there. The front wheels are all made on the odd-inch sizes, from 47 to 59 inch; and the construction is such that ordinarily a rider fitted by a 54-inch full roadster will take a 55-inch size of these machines with the same fit. This difference is not, however, gained at the expense of spring room. The rear wheels have light steel hubs, double resultant-spokes set at an angle as the others and with similar sleeve-nuts, and crescent steel rims, and are very light and strong. The rear wheels are 16 inches on 51 size and under, and 18 inches on larger sizes. The front forks, perch, and rear fork are all made of the best weldless steel tubing on lines similar to those of the Expert, but lighter. The tires are of the best rubber, endless moulded, and held in the rim by a cement process very securely. They are 7-8 to front and 5 to back wheel. The bearings are the adjustable Columbia ball (Wallace patents) to front and back wheels, as in the Expert, but lightcned, and gauged with such accuracy that the balls vary less than one four-thousandth of an inch in size. The cranks are slightly different in shape from those of the Expert, for lightness, but are detachable, and have from 4 1-4 to 5 1-4 inches throw. The spring is of the bolted sliding pattern, with anti-rattling (Knous patent) clip. This ingenious elip, by a small steel spring acting in a steel shoc above the saddle-spring, not only prevents rattling, but insures an even bearing for the spring and clip as they wear, and offers no projection whatever to the clothing or to the hand in trundling. The Columbia swing-spring will be supplied as an extra at the difference in price.

The Columbia Two-Track tricycle will present, to those who have studied and compared machines, many points of interest. It has been designed and made after careful study of every detail, and its old features retained have had as much attention as its new features adopted. Amongst the former may be mentioned the sizes of both driving and steering wheels, a mean being chosen between the larger and smaller extremes that have had their trial, which mean best combines the requisite qualities; the use of weldless steel tubing in the frame, which secures at once the most rigidity with least weight; the Whitehead compensating-gear, with Wallace's improvements, which has proved itself practically, as it is theoretically, the only real balance gear yet devised; the Serrell contractile rubber tire, which is still the best for the most important uses of an elastic, non-slipping tire for velocipede wheels; solid felloes and direct spokes, which, when rightly made, as the Expert and Columbia tricycle wheels have shown so well, are the most reliable. except when more weight must be saved; the enamel finish where there are too many surfaces to take care of in any other; and the cradlespring, which, for a tricycle with a frame that does not sway and does need so many changes of position, is still the most comfortable and safe. Amongst the new features introduced in this machine may be mentioned the Wallace dwarf steering-head, which, besides its graceful and neat appearance and its lightness, conducts the strain more directly from the steering-wheel to the driving-gear, and insures steadiness of motion; the spiral-rack and its connections, by which the steering apparatus is made most simple and effective to do just what is wanted of it, and is most out of the way and least subject to disarrangement; the three-part frame jointed in a peculiar way, affording just the parts needed and just where they serve most directly, and no more; the double band brake, by which greatest effectiveness with most certainty and ease of action is obtained; the combination of brake-drums, sprocket, and balance-gear together and in the middle under the seat, lightest and most out-of-the-way of arrangements; the large, weldless, steel tubular axles in place of solid shafts, which are heavier and more likely to break.

THE SPRINGFIELD WHEELMEN'S GAZETTE for March is out. It is a beautiful number, especially in the matter of advertisements, for Stoddard, Lovering & Co. take seventeen pages, and the Overman Wheel Company have four pages in color. An ideal League gazette is furnished, which has many fine points to commend it.—Bicycling World.

#### THE CYCLISTS' TOURING CLUB.

Written for The Springfield Wheelmen's Gazette.

The mere mention in type of the name of any grand international organization cannot fail to attract the attention of the most casual reader of any publication. To how much greater extent then should the recital of the principal events in the history of this club, composed of the best young blood of two continents and embracing in its ranks sixteen thousand young men from the most civilized nations of the world, call for the thoughtful perusal of the readers of this widely circulated GAZETTE. The most difficult part of the pleasant duty of placing the history of the C. T. C. before our American wheelmen is to decide what events in its career will be of general interest and also the avoidance of dry statistics as much as possible.

The formation of the Cyclists' Touring Club dates back to August 5, 1878, on the occasion of a Harrogate meet and from a small gathering on that occasion the club has grown to its present dimensions-slowly at first, but through the efforts of a few earnest, unselfish workers this grand freemasonry of the wheel has spread until its quiet gray uniform and silver badge are the recognized symbols of fraternity and genial camaraderie the wide world over. The general policy of the club, as originally outlined, has been vigorously carried out and touring interests in all parts of the world have been encouraged and sustained. The objects of the club as stated in the first notices published were as follows: The appointment of a consul in each city, who would supply members with all information, etc., needed to make touring a pleasure; to provide suitable companions for members wishing to tour; and to promote touring in every possible way; and no radical change has been made from this programme announced in the name of the Bicycle Touring Club in August, 1878.

The club holds its fostering arms open to amateur cyclists of all conditions and nationalities and the influence it can exert for the good of all is only limited by the number of members supporting it and the extent to which individual members are willing to be benefited by intermingling with one another and each doing his utmost to further our glorious cause.

The membership has grown from 200 in August, 1878, by the following steps: 730 in August, 1879; 1,000 in January, 1880; 3,356 in December, 1880; 4,200 in December, 1881; 6,705 in December, 1882; 10,819 in December, 1883; to a grand total of 16,625 in December, 1884; with 1,400 duly appointed hotels and over eight hundred local consuls.

The government of the club is not only one of the most strictly representative but also one of the most simple in form and would be a good model for some of our would-be legislators to study. Briefly stated, the officials of the club, in whose hands are entrusted the reins of government, consist of representative councilors, and chief consuls who form what is called the council. These gentlemen are elected to office in the following manner: The secretary publishes in the monthly gazette for January each year, the number of representative councilors to which each division is cutitled according to its membership, and any member will, upon application to the secretary, receive a form of nomination for the office of representative councilor, which must be returned to the secretary with the name of the candidate, proposed and seconded by members of the division.

In the March gazette the names of the various candidates, with their proposers' names, are published, and each member of the division receives a voting paper which must be filled out and returned to the secretary.

The Council appoints five tellers, who receive the votes from the secretary, count them and announce the result.

The newly elected representative councilors come into office April 1, and they proceed immediately to elect a Chief Consul for each division for the ensuing year.

The representative councilors with the Chief Consuls so elected form the Council for the year and must elect from among their number a chairman, treasurer, and secretary. They may also elect a president and vice-president to preside over the general meetings of the club.

The Council meets once a month on fixed dates, and in a different city each time so that each division may be properly and easily represented.

There are seventy-five representative councilors and thirty-five Chief Consuls in office now, most of whom will be re-elected for this year.

Two general meetings are held by the members of the club each year, the annual general each May, but the date of the half-yearly is appointed by the Council—generally in December.

At these meetings the reports of the various officials are rendered and acted upon, and any change in the rules governing the club may be made at these meetings providing notice of the proposed change or addition to the rules is given in the monthly gazette previous to the meeting. These annual meetings are also held each time in a different location so that all members of the club may have an equal share and responsibility in its general management. Several attempts have been made, since the formation of the club, to centralize its government in some one of the large cities and to elect an executive committee of a few members, but fortunately for the best interests of all these misguided efforts have failed most signally.

The duties of the representative councilor are to attend the meetings of the Council as regularly as possible in order to represent his division thoroughly and to promote and guard the interests of the members in every way in his power. The Chief Consul is expected to appoint a local consul, hotel-headquarters, and place for repairs in each town in his division where such appointment is feasible, and he is held generally responsible for the welfare of the club in his division. He is expected to have such information regarding roads, etc., in his division as may tend to help the tourist who may call on him, and is expected to answer correspondence on such matters when sent in the proper way. He should attend Council meetings when possible and has the privilege of appointing a deputy to assist him if his duties prove too onerous.

The local consul's duties consist in being always prepared to give information as to roads, hotels, etc., in his vicinity, and care for the general interest of all tourists who may need his assistance. In this connection let me remark that it is wonderful to note the amount of good, earnest work which one man acting as Consul can perform if he is thoroughly alive to the opportunities of his position and has the good of the club at heart. One such man can do more, working faithfully the

year round, toward gaining good members for the club and making his consulate a model to visiting wheelmen than all the meets and parades of the busiest year in the club's history, although these have their legitimate place and are all very well in their way. Any cyclist who is an amateur according to the definition of the National Cyclists' Union may apply for membership to the club upon the recommendation of two members and the payment of the initiation fee of one shilling and the yearly dues of two shillings and sixpence. This payment entitles him to all the privileges of the club including reduction at official hotels and the monthly gazette for the year.

In this short history of the club, lack of space forbids the mention in detail of the earnest, faithful work of Cotterell, Wilson, Tanner, Varley, Gurney, Bryson, Maddox, Hillier, the Wellfords, Duncan, Sturmey, and a host of others whom the club delights to honor, but no history of this organization would be complete without the mention in some way of our energetic secretary and editor, Mr. Ernest R. Shipton, the right man in the right place, and the club collectively and individually owes him a debt of gratitude for faithful service which no mere salary can ever pay, but his burden may be greatly lightened by generous, cordial support, and any consideration shown him will return four-fold to all who show it.

In this brief summary—brief to all who realize the magnitude of my task—of the history of the club the first event of interest, after its birth, was the formation on September 13, 1879, of the governing body, then first called the Council, formed solely of Chief Consuls, president, several vice-presidents, secretary and treasurer. In June, 1881, the first representative councilors were elected, and from this time must be dated the establishment of the representative system which constitutes one of the greatest blessings of the club. In May, 1882, the color of the uniform was changed from green to the present neat and serviceable gray, which is now so widely worn, and has been adopted by so many large clubs as their official uniform.

In December, 1882, after eighteen months of struggle and debate carried through three successive general meetings, the name of the club was changed from the "Bicycle Touring Club" to the more comprehensive title of the "Cyclists' Touring Club," the honor of which change belongs mainly to Mr. Shipton.

The other incidents of general interest are the removal of the chief offices of the club to London, in June, 1883, and the creation in June, 1884, of a general reserve fund.

All entrance fees received since January, 1884, and from that time forward are to be paid into this fund, which will eventually give the club a large sum to draw from in any emergency. I have given these incidents and outlined the general policy to this extent to show the numerous readers of this widely circulated GAZETTE that the "Cyclists' Touring Club" is in every respect a well established, well managed institution deserving of their fullest confidence and support; and I will now pass to the easiest part of my pleasant task, viz.: a short review of the doings of the American division which is destined at no very distant period to be one of the foremost in the club.

"Papa" Weston and the American division! How familiar and cheery those few words ring in the ears of any of our wheelmen who have attended our annual gatherings, and the mention of them cannot fail to bring to the mind of any one fortunate enough to be personally acquainted with the man, the brave, earnest struggle lasting through five long years to make the American division what it now gives promise of being, viz.: a practical hard working body of enthusiastic men and an honor to the club and the brave spirit which has made it what it is.

The early history of the division is comparatively uninteresting and the first real impetus was given to the cause in this country in October, 1880, when Mr. Weston returned from England after being appointed Chief Consul of the division. At this time I believe there was a local consul in New York City, and Detroit, Michigan.

In May, 1881, there appeared a notice in the Bicycling World inviting all members of the C. T. C. who might visit Boston on the occasion of the L. A. W. meet to call on C. C. Weston at St. Botolph's hotel and also giving notice that the Chief Consul would engineer an English smoking concert, on May 31.

Right here I am reminded of the fact that no inconsiderable part of the success of this division is due to the *Bicycling World*, and the members in this country owe a debt of gratitude to the management of that journal for publishing notices, lists of application, etc., free of charge, and we should support it in every possible way.

In June, 1882, the membership of this division was about thirty-five, and in June, 1883, about eighty, but during the summer and fall of 1883, the list of applications increased rapidly so that we closed the season with about two hundred in our ranks. 1884 will always stand out clearly as an important period in our history. Commencing the year with one hundred and fifty-eight renewals in March, the list steadily increased until in December we counted six hundred good men and true in our ranks; not all men, either, for we are proud and happy to boast of a large number of the fair sex in our ranks. Please keep joining, ladies! If you are timid you have only to join the "Nemo" Club to find genial companions.

Poughkeepsie, N. Y., was the scene of a very pleasant business meeting and banquet in May, and we shall long remember the cordial reception given us by Consul Halliwell and the Ariel Club. It was then and there decided, at the instigation of the writer, to hold an annual tour in the fall, the date and choice of route being left in the hands of a committee who finally decided on a repetition of the famous "Wheel around the Hub." The date fixed on, October 6, was afterward changed to September 22, and all who were so fortunate as to be present on that occasion will remember it with great pleasure and look forward to a similar tour in the fall of 1885.

At a business meeting which was held in connection with this tour, three gentlemen were elected as representative councilors for the American division. These were G. Lacy Hillier, of London, England, (the able editor of the Tricyclist); W. V. Gilman, State Consul of New Hampshire; and Chas H. Potter, of Cleveland, Ohio. An important measure was passed with a view to relieving Chief Consul Weston of the detail work of the division and to this end all applications, letters of inquiry, etc., are to be sent to the State Consul of the State in which the member resides.

We are looking forward with hopeful impatience to the annual business meeting which will be held in Cleveland, Ohio, on May 18, 1885. Several important propositions for the benefit of this division will be brought before those present and no doubt some steps will be taken with a view to having some part of our dues retained in this country for the use of the division. With constantly increasing numbers comes increased rcsponsibility and we can find work for every earnest member. We are gradually but surely taking charge of the touring interests of this great country and we will show ourselves worthy of the trust. The racing interests of this country need an authoritative legislative body to govern them with a firm hand and this they find in the "League of American Wheelmen," which can do a grand work in this direction, but it would be folly, considering the constantly increasing magnitude of the racing interests, for the Lcague, powerful as it is, to attempt to manage all the different branches of cycling in so large a territory.

In defense of this opinion I will take the liberty of quoting the words of one who has made an earnest study of this question. "A merely national organization for touring purposes is a waste of power. A touring organization to be thoroughly efficient must be international. This little world of ours is not large enough for more than one such organization and that one is, and should be everywhere and always, the C. T. C."

As rapidly as is consistent with thoroughness and the importance of the work, consuls and hotels are being appointed and amateur wheelmen all over the land are becoming impressed with the value of having the great touring interests of America directed by so capable and efficient a club.

In concluding I can only say, come into our ranks and the good which will result to you will only be limited by the capacity you have for perceiving that good and taking advantage of it. There is earnest work for all and the more each one does to bravely perform his allotted task the more reward and satisfaction he will reap.

An earnest worker has no time to grumble.

The officials of the division are as follows, and any correspondence will meet with attention and immediate reply from any of the State Consuls.

CHIEF CONSUL.

F. W. Weston, Savin Hill, Boston, Mass.

REPRESENTATIVE COUNCILORS.

G. L. Hillier, London, England.
W. V. Gilman, S. C., Nashua, N. H.
Chas. H. Potter, 99 Superior St., Cleveland, Ohio.

STATE CONSULS.

Connecticut, F. A. Jackson, P. O. Box 429, New Haven. Illinois, L. W. Conkling, 108 Madison St., Chicago. Massachusetts, F. A. Pratt, 31 Chestnut St., Boston. Maryland, S. T. Clark, Hanover St., Baltimore. Missouri, W. M. Brewster, 309 Olive St., St. Louis. New Hampshire, W. V. Gilman, R. C., Nashua. New Jersey, L. H. Johnson, Orange.

New York, Dr. A. G. Coleman, Canandaigua. Ohio, A. Ely, 873 Prospect St., Cleveland. Wisconsin, B. K. Miller, 102 Wisconsin St., Milwaukee. Rhode Island, A.G. Carpenter, 2 Westminster St., Providence. CHIPRIC.

#### IN THE O. W. CO. CATALOG:

The way to true a wheel-don't.

Hand work cannot compare with machine work for accuracy. Thumb measure guesses, while steel measure determines.

Joints should be watched both before and after buying.

Light machines are good to a certain point; the question, however, is not entirely one of weight.

It takes steel to make cycles.

How to repair a bicycle: send to the maker and get duplicate part, and if it doesn't fit without being touched with a file, send it back for one that will fit. No machine, the parts of which are not interchangeable, can be permanently useful.

If a rubber tire can be *pulled out*, the wheel is not safe to ride.

Have you "risked one eye" on the back page?

If you have a break, tell the maker what you ran into. The "slow on a smooth road" act is good, but—

Don't "tinker" with your wheel.

Mr. L. H. Johnson says of his 58-inch Victor: "I never mounted its equal."

#### THE SUMMONS OF SPRINGFIELD.

Springfield's summons is sounding far,
O'er each commonwealth proud that owns a star
In the dark hlue ground of the banner grand
That flings its folds o'er our fatherland;
And where'er outflung, unfurled, unrolled,
That summons leaps from each falling fold.

From the hardy land of the wild north hreeze,
Where the pine knots blaze and the great lakes freeze,
To the land where cousins in Southern clime
Have strung a new spoke in the "wheel" of time—
Flies the welcome message which makes us feel
What a mighty link is the steed of steel.

And the new spoke fitted in Southern land Is as firm and true as that "New South's" hand, Which has butted that spoke with a union star Tempered and tried in the lap of war.

What a mighty hond of peace will steal O'er the land we love, on the brave old "wheel."

From the tide that washes the "Empire State,"
To the wave which rolls through the "Golden Gate,"
From Alaska's wilds to the "crescent moon,"
From the North land's cape to the South's lagoon,
Flies the wheelman's summons that near and far
Makes a union land 'neath a union star,

And that union star o'er the cluster grand
That in union bound forms the fatherland,
Is "Progress"—one hand on the dome above,
The other linked on the earth with love;
Oh the "wheel" will bind in a long hright chain
Those stars which divided might shine in vain.

Let this song be sung to the Northern hreeze, Let its whispers fall among orange trees, Breathing ever soft o'er the cycler's way, At the hreaking forth or the close of day.

Linking heart with heart, linking hand with hand,
Let the "wheel" roll on through the fatherland.

CHRIS WHEELER.

#### BICYCLE CLUB DIRECTORY.\*

Arranged according to date of organization.

NAME OF CLUB.		CITY OR TOWN.	STATE.	Organized.	No. of Members.	Secretary,		
Massachusetts Bicycle Club, Cleveland Bicycle Club, Rockingham Bicycle Club, Fort Edward Bicycle Club, Peoria Bicycle Club, Brunswick Bicycle Club, Leominster Bicycle Club, Leominster Bicycle Club, Long Island Wheelmen, Newton Bicycle Club, Long Haven Ramblers, Natick Bicycle Club, Columbia Wheelmen, Monmouth Wheelmen, Passaic County Wheelmen, Oregon Bicycle Club, Adrian Bicycle Club, Elkhart Wheel Club, Park City Wheelmen, Rockland County Wheelmen, Newburyport Bicycle Club, Riverside Wheelmen, Napanee Bicycle Club, Jamestown Bicycle Club, Garden City Bicycle Club, Bedford Cycling Club, Union College Bicycle Club, Danbury Wheel Club, Noblesville Bicycle Club, Noblesville Bicycle Club, Noblesville Bicycle Club,		Boston, Cleveland, Portsmouth, Fort Edward, Peoria, New Brunswick, Leominster, Brooklyn, Newton, New Haven, Natick, Stockport, Red Bank, Passaic, Portland, Adrian, Elkhart, Ashland, Nyack, Newburyport, New York, Napanee, Jamestown, San Jose, Brooklyn, Schenectady, Danbury, Nollesville,	Mass., Ohio, N. H., N. Y., Illinois, N. J., Mass., N. Y., Mass., N. Y., Mass., N. Y., N. J., Oregon, Mich., Indiana, Ky., N. Y., Mass., N. Y., N. J., Oregon, Mich., Indiana, Ky., N. Y., Ontario, N. Y., Cal., N. Y., Ct., Indiana,	Mar. 8, 1879, Sept. 30, 1879, May 8, 1880, Jan. 25, 1881, March, 1882, April 22, 1882, April 1, 1883, April 9, 1883, April 9, 1883, April, 1883, June 19, 1883, Nov. 15, 1883, Nov. 17, 1883, Mar. 16, 1884, Mar. 31, 1884, April 10, 1884, June, 1884, June, 1884, June, 1884, Oct. 4, 1884, October, 1884, January, 1885, Mar. 11, 1885, Mar.		George Pope, 152 Newbury Street. Fred S. Borton, American Wire Co. C. A. Hazlett. J. Goodfellow, Fort Edward. R. S. Clarke, 102 So. Adams Street. I. Newton Veghte, Box 820. Edmund Munsie, Box 718. S. W. Baldwin, Box 2125. J. H. Aubin, 53 Tremont Street. E. L. Manville, 316 Elm Street. R. Foley. R. B. Reynolds. G. O. Waterman. E. P. Shepherd. Dr. C. C. Newcastle, 167 First Street. H. W. Bartlett. F. E. Hunt. Ashland Poage. William Gray. George W. Richardson. H. G. Barnard, 19 Clinton Place. W. J. Trimble. Edward Dempsey, 603 Lincoln Street, corner 7th. H. D. Boschken, Box 618. S. Henderson, 775 Bedford Avenue. Allan Jackson. J. S. Bristol. Elbert Shirts.		
Allston Bicycle Club, Rutherford Wheelmen, Cleveland Tricycle Club, . Hudson County Wheelmen,	· ·	Allston, Rutherford, Clevcland, Jersey City,	Mass., N. J., Ohio, N. J.,	Mar. 14, 1885, Mar. 21, 1885, Mar. 23, 1885,	11 14 5 28	J. L. Howard. C. S. Jackson. J. H. Collister. George Bawden, 54 Monticello Avenue.		
* Received too late for last issue.			•		1			

<sup>\*</sup> Received too late for last issue.

#### THE ROADS AROUND NEW-YORK.\*

BY KARL KRON.

Washington Square, which is the real center of the world, as the three thousand subscribers to this book are well aware, stands at the head of Fifth Avenue, which is the wealthiest and most famous street in America, as intelligent people in general are well aware. The Avenue stretches northward from the Square, in a perfectly straight line, for six-and-a-half miles, or until terminated by Harlem River, unless it be considered as ending where a break is made in it by Mount Morris Square, at 120th st., about a mile below the riverterminus, and about a half-mile above Central Park, whose eastern wall fronts upon the Avenue for two-and-a-half miles. Double that distance intervenes between the southern wall of the Park and the southern terminus of Manhattan Island, which is a little park called the Battery; and Washington Square lies just about midway between them. "Of the 26,500 acres comprising the area of the city, 14,000 acres compose Manhattan Island, which is thirteen-and-a-half miles long, and increases in breadth from a few hundred yards at the Battery to two-and-a-quarter miles at 14th st. Its breadth is but little less than this for the next five miles, or to 114th st.; while for the last four miles, or from 144th st. (just below the region of Washington Heights) to Kingsbridge, the island averages less than a mile in width. It was originally very rough, a rocky ridge running from the south point northward and branching into several spurs which united after four or five miles, culminating in Washington Heights, 238 feet above tide-water, and in a bold promontory of 130 feet at the extreme northern point. The East River, which is simply the outlet of Long Island Sound, separates it from Long Island, on the east; a narrow arm of the Sound (called Harlem River and Spuyten Duyvil Creek, though forming a mere tidal channel of connection with the Hudson) separates it from the mainland of the State, on the north; while the great Hudson itself (often called the North River) separates it from the State of New Jersey, on the west. On the south lies the bay, beyond which, distant half-a-dozen miles from the Battery, is Staten Island, whose easternmost point approaches within about a mile of the westernmost point of Long Island to form the Narrows, -the passageway between New York Harbor and the Atlantic Ocean. The settlement of the island was begun at the Battery (by the Dutch in 1623), and extended northward very gradually, so that, at the opening of the present century, when the population numbered 60,000, there were few residents as far up as the region of the present Washington Square, which the city purchased in 1797 for a Potter's Field."t

Fourth Street forms the southern boundary of

the Square, and the streets below that are irregular in nomenclature as well as in length, breadth and direction. In this old part of the city the great bulk of its business is transacted, and its "tenement house population" live there-one of the wards containing more than 290,000 of them to the square mile. It is a confession of pecuniary weakness and of social unimportance for a New Yorker to reside below Washington Square, for this oasis of eight acres serves as a well-recognized dividing line between wealth and poverty, virtue and vice, distinction and obscurity. It is a stock joke, on the local variety-stage, to speak of South Fifth Avenue (the "French quarter" of New York) as if it were in every way equal to the Avenue; but though the social separation of the two streets is of the superlative sort, the slight geographical barrier between them is represented by the width of the Square. From this extending southward also is Thompson Street, distinguished as the "negro quarter"; while the "Irish quarter," the "German quarter," the "Jew quarter," and the other foreign "groups," which give the city so cosmopolitan a cast, must all be sought in the densely-populated region below the Square.

Above it the streets are all numbered consecu-

tively rather than named; and the reckoning of distances is rendered easy by the fact that any given twenty of them cover a mile: 34th st., for example being a mile above 14th st. Each of these is of extra width, as a special thoroughfare, and the same may be said of 23d, 42d, 57th, 72d, 79th, 86th, 96th, 106th, 116th, 125th and 145th; while 50th and 110th are important as respectively marking the lower and upper boundaries of Central Park. Fourteenth Street extends in a straight line across the island. east and west, from river to river, and all the streets of higher numbers are exactly parallel to it, though the continuity of many of them is broken by the Central Park and smaller squares. The longitudinal roads of the island are laid at right-angles to these streets, and are designated as avenues, being parallel to Fifth Avenue, which, though not exactly in the eenter, may be considered the backbone of the system. "The housenumbers begin there, and run east and west, a new hundred beginning at each of the other numbered avenues, whether the prior hundred has been filled out or not." Thus, for East 50th st. is the first door east of 4th av.; 201 East 50th st. is the first east of 3d av.; 101 West 50th st. is the first door west of 6th av.; 201 West 50th st. is the first west of 7th av., and so on. The higher the number, the further the distance from Fifth Avenue, the nearer the approach to the waterside. and, usually, the poorer the character of the house. East of First Avenue may be found Avenue A; and, in the lower part of the system, also Avenues B. C. and D: while Eleventh Avenue is on the extreme west side. To accredit a man with residence upon any of these is to announce him as far removed from the world of society and fashion. Broadway, the longest thoroughfare of the island, extends in a straight line from the Battery to Graec Church (10th st.), in a direction nearly parallel to that of the avenues; but it then takes a diagonal course to the westward, crossing 5th av. at 23d st., 6th av. at 34th st., 7th av. at 44th st., 8th av. at 50th st. (the southwest corner of Central Park), oth av. at 64th st., 10th av. at 70th st.; and at 106th st. it enters 11th av., whose identity there becomes merged in it. Broadway above 50th st. is known as the Boulevard, and is laid out with two wide road-beds, separated by small parks of grass and trees in the center, as far as r25th st. It continues of extraordinary width for two miles above that, or until it joins the Kingsbridge road at 170th st., and trees are regularly ranged along each of its sides.

Below Central Park (59th st.), the island is so completely covered with buildings that such of its original inequalities of surface as have not been graded out of existence are practically hidden or forgotten. A resident habitually thinks of the city as flat, though considerable hills and depressions may be found on both Broadway and Fifth Avenue, if one cares to look for them; and, on many of the lateral streets, sharp descents are noticed as one approaches the waterside. The stone pavement which covers all the streets of the city (with insignificant exceptions), for five miles above the Battery, is usually spoken of as "Belgian block"; and much of it really is so, as in Fifth and other avenues. Broadway and many other streets, however, are paved with stones shaped like bricks, but much larger, laid edgewise, and with the long side at right-angles to the main line of traffic. Though I have driven my bicycle over these five miles of stone blocks (doing the last half of the distance, through Fifth Avenue to the Park, without dismount), I must declare that there is little pleasure in such rough riding. In the winter, however, I have often seen the cracks between the stones so well filled with frozen mud or snow as to supply a smooth surface; and I hope I may some time find leisure to make an extensive trial of the New York streets while in this attractive condition. The city sidewalks are almost all composed of broad, smooth flagstones, -briek or concrete being rarely used for the purpose,-but, as their curb is six inches or so above the street level, the bicycler who resorts to them must dismount at every crossing. In a north-andsouth direction, therefore, he must make twenty stops to the mile; but, in an east-and-west direction, he may go by stretches nearly a quarter-mile long between the Hudson River and Fifth Avenue. East of that thoroughfare his stops will be twice as frequent, for Madison av. is interpolated between 5th av. and 4th av., and Lexington av. between 4th av. and 3d av.; while the distances between 3d av., 2d av., and 1st av. are less than those between the avenues on the west side.

There is no special municipal regulation against bicycling on the sidewalks, though each policeman may prohibit it on his own beat, under the general orders given him to keep the walks clear of all "obstructions." It depends upon eircumstances or personal temper whether any individual policeman exercises this right of prohibition; but the probability is against his doing so unless the number of people on the walk is so great that no prudent person would wish to ride a bicycle among them. Policemen have urged me to mount on the crowded sidewalks of Wall Street. and have ordered me to dismount on upper Fifth Avenue when the walks were almost vacant. The same officer who may grant the request to ride, if politely put to him, for the sake of seeing "how the thing is started," may soon afterwards, on meeting a man already in the saddle, order him to leave it, for the sake of seeing "how the thing is stopped," or because the whim takes him to gratify his feeling of authority by humbling the pride of the superior ereature whom he imagines to look down disdainfully upon himself from the serene upper heights of the wheel. The street children are a much greater obstacle than the patrolmen,

<sup>\*</sup>This is to be reprinted in the eighth chapter of "Ten Thousand Miles on a Bicycle" (12mo, 400 pages, price \$1.50), to be published next June by Karl Kron, at the University Building, Washington Square, New York. The appendix of the book is to contain the names of 3,000 subscribers at a dollar each, whereof all but 350 have now been enrolled. Subscribers' copies are not only offered at two-thirds the retail price, but are to contain a special fly-leaf, numbered and signed in the autograph of the author. The volume is to be manufactured by the Springfield Printing Company, from the same brevier type used upon The Gazette, and each page will carry nearly 600 words. The names of towns upon the subscription list in January (representing all but four of the States and Territories, and many foreign countries) were exhibited upon page 171 of the March Gazette.

<sup>†&</sup>quot; Appletons' Dictionary of New York," p. 160, somewhat altered.

however, to sidewalk touring in the metropolis; for the appearance of a bicycle in most of the densely-populated quarters will generally draw out so tumultuous a swarm of them as to force the lover-of-quiet to dismount, in order to rid himself of his escort,-even if he can persuade them to give him a pledge of safety by taking to the roadway, instead of running noisily alongside him on the walk. The children will usually agree to this at the outset, as they are anxious to see the riding; but the new-comers in their ranks will continually infringe upon the rule; and the task of shouting with sufficient vigor to drive them out of reaching distance of the rear-wheel, and of simultaneously keeping a sufficiently sharp eye for obstacles ahead of the front wheel, is too great a task to be paid for by the pleasures of the experience.

There is a broad sidewalk of hardened earth (having a central line of flagstones on the 8th av. side from 50th st. to 110th st., and on the 5th av. side from 90th st. to 110th st.) which serves as a border for Central Park, and on which a bicycle might be driven for about six miles without more than twice that number of dismounts being required by the curbs; but the walk is under control of the same persons who have charge of the walks inside the park walls, and they prohibit wheeling upon it. This is no great deprivation, however, for the roadway of 5th av. is macadamized from the park-entrance to Harlem River; while a wheelman along the west side, who might wish to avoid the Belgian blocks of 8th av. by resorting to the flagstones, would rarely be molested, -so slight a watch is kept of the very few foot-passengers along that thoroughfare. The west-side bicycler, furthermore, would usually prefer to avoid the desolate 8th av. altogether, and try the Boulevard, before described as extending in the same general direction, a little to the west of it; for this is macadamized as far as 155th st., and probably soon will be to its junction with the Kingsbridge road at 170th st. When I first began riding, in 1879, its surface was in rather better condition than now; and the construction of a double-line of street-car tracks, within the last few months, will impair the facility formerly enjoyed by the bicycler for changing from one side of the Boulevard to the other, though each side of it will still afford him ample space to ride upon. Four transverse roads, as they are called, pass under Central Park from east to west, leaving 5th av. at 65th st., 79th st., 85th st. and 97th st., and entering 8th av. at 66th st., 81st st., 86th st., and 97th st., respectively. The sidewalks of all the four are smooth, as are also the roadways of some of them. The highest passage (97th st.) is the poorest of all, and the lowest is chiefly to be recommended, on account of its nearness to 72d st., which is an important macadamized thoroughfare both east and west of the park. The Belgian blocks of its lower border, 59th st., may be ridden more easily in an easterly direction, because there is a descending grade from 8th av. to 5th av. At the upper end of the park, macadam covers the whole surface of 110th st. from river to river,-its westernmost terminus being the Riverside Drive. This is a broad parkway, of excellent macadamized surface, which extends along the heights overlooking the Hudson, from 72d st. to 129th st., and which may also be entered at 116th st. and elsewhere. Its average width is about 500 feet and its area is 178 acres. It has been open to the public only two or three years, but some handsome residences are already to be found there, and the expectation is that its

eastern side will in course of time be solidly lined with them. The same hope is held in regard to the adjacent Boulevard; and, indeed, the whole region west of Central Park is destined soon to be covered with fine houses, though the shanties of the squatters have not vet completely disappeared from the rocks. They may still be seen, also, in the corresponding unsettled region east of the park; and though the avenues and streets nearest to it will finally be filled with elegant mansions, a majority of the habitations on the lower ground near the water will be of a humbler sort than a majority of those west of the park. North of this is a region not yet built upon, where marketgardens and hot-beds cover unbroken acres of ground which the city map represents as cut up by the east-and-west numerical streets. When these are really built, upon the lines now laid down, it is likely that many of them may be macadamized, as 116th, 145th, 152d, and 155th sts. already are. A level, macadamized stretch, about two miles long, straight from Central Park to Harlem River, is supplied by both 6th av. and 7th av., but the latter has a good deal of earth on its surface, and is much frequented by the drivers of fast horses, so that the former is to be recommended to the bicycler, who should turn west at 145th st. and thence ride a half-mile northward to the end of 7th av., in case he wishes to cross at Central Bridge. If he continues on 145th st. to the top of the hill, he will find the macadamized Boulevard (11th av.) just beyond; or he may turn into St Nicholas avenue (macadamized) when half-way up the hill, and follow it northward until (at 161st st., where it crosses 10th av.) he finds its name changed to Kingsbridge road; while, if he turns left from 145th st., he may follow the avenue in a southeasterly direction, crossing 8th and 7th avs. obliquely, and reaching its end at the junction of 6th av. and 110th st.

The rider who enters Manhattan Island at Harlem Bridge (3d av. at 130th st.) may go through 127th st. to 1st av. and down this to 109th st., mostly on macadamized surface; thence to 92d st. the roadway is unpaved, but I have found its frozen earth to supply smooth wheeling in December; while from 92d st., to its origin at 1st st., 1st av. can boast nothing better than Belgian block. The next thoroughfare to the eastward, Avenue A, offers the best riding surface in that part of the city, for it is smoothly macadamized from 86th st. to 57th st., and is not marred by the presence of horse-car tracks. There is a hill at each end, and the lower one is steep enough to be rather difficult; but from the top of this an excellent view may be had of the river-traffic, from the fence overlooking the water, a few rods to the east. This abrupt terminus of 57th st. is just about opposite the jail, which stands a quartermile from the southern end of Blackwell's Island; and the end of 86th st. is just opposite the lighthouse which stands at the northern point of that island. Stations of the 2d av. elevated railroad are at both those streets, and also at 65th, 75th and 8oth sts.; and the rocky water-front of much of this region is occupied by monster beer-gardens and picnic-grounds, of which the one called Jones's Wood (opened in 1858) is perhaps the oldest and most widely-known. At the foot of 86th st. a pretty little public park is also included between Avenue B and the river.

Blackwell's Island, though two miles long, is only about a sixth of a mile wide; and the 7,000 people who are confined to its area of 120 acres

are all under the care of the Commissioners of Public Charities and Correction, whose office is at 3d av. and 11th st. By obtaining a pass there, and taking a ferry-boat at 26th st. or 52d st., the island may be visited at any time except Sunday; and I presume there would not be much difficulty in getting permission to visit it with a bicycle.

The uppermost half-mile of Avenue A (known locally as "Pleasant Avenue"), from its riverterminus at 124th st. to where the water again interrupts it near 113th st., offers a smooth surface for wheeling; and 5th av., almost a mile to the westward, may be reached on the macadam at 124th, 116th, 110th and 72d sts. There is a stretch of rough macadam on 128th st., from 3d to 6tb avs.; and the macadam of 116th st. reaches to 7th av., and will perhaps finally be extended to the lower road of Morningside Park. This is an irregular, elongated piece of land, comprising some 32 acres, between 123d and 110th sts., and its lower road-which is a broad macadamized thoroughfare connecting those two streets-begins at its southeast corner, which is about 500 feet from the northwest corner of Central Park. This road was first opened to the public in December, 1884; and the corresponding upper road, extending along the top of the massive wall which is noticed by passengers on the elevated trains, will probably be finished during the present year. The surface will be smooth, and the grades not difficult for the bicycler who leaves 110th st. at 9th av., of which it is the continuation; while the extensive views from the top will well repay him for a brief visit. I have never tried 10th av. below 145th st.; but in the other direction it is ridable for two-and-a-half miles, or to its terminus at 196th st. This is a sort of "jumpingoff place," in the woods; a bluff which the map names as Fort George, and which gives a fine view of the meadows stretching along the upper Harlem. Bordering 10th av., at 173d st., is the embankment of the Croton reservoir; and from this, the highest ground on Manhattan Island, may be had a most extensive outlook, which no stranger can afford to miss. Hard by stands the lofty water-tower of granite,-one of the city's most widely-known landmarks,-and from the base of this the tourist may carry his bicycle down two long flights of steps, to the entrance of High Bridge, whose top is a broad walk of brick, with stone parapets, concealing the aqueduct pipes below. The structure has thirteen arches,-resting on solid granite piers, the crown of the highest arch being 116 feet above the river surface,-and it is 1,460 feet long. The beauty of the scenery makes the bridge a specially pleasant place to walk or ride upon, and I have enjoyed several spins there; but recent regulations command that bicycles on the bridge must be trundled by their owners, and not ridden. A smooth road called Undercliff av. leads northward from the east end of the bridge; but, if a southern course is desired, the tourist may soon make a turn to the left and descend the hill into Sedgwick av., by which he may go without stop, to Central Bridge (end of 8th av.), a mile below.

When I began exploring this region, in '79, my northward course from Central Bridge (then called McComb's Dam) was always through Central av. to the Kingsbridge road at Jerome Park, whose southern end is bounded by it, while its eastern side is bounded by the avenue, which, a mile beyond, forms a part of the west boundary of Woodlawn Cemetery.

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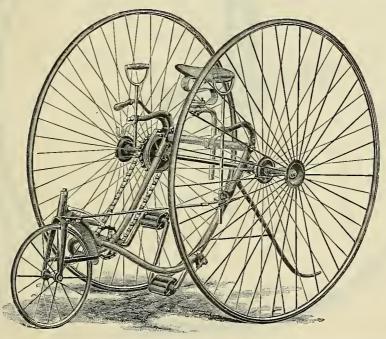
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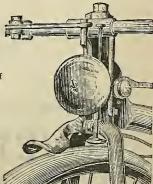
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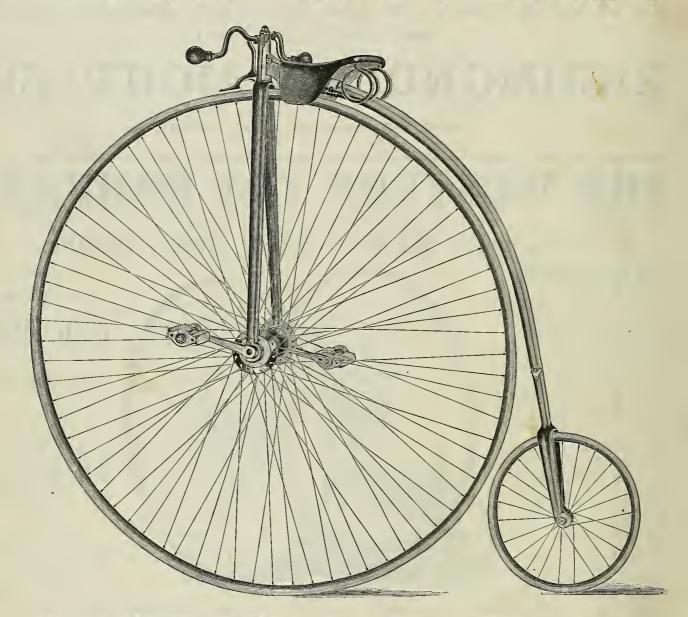
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